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1895 BALTIMORE 1895

Souvenir

Guide Book

ISSUED COMPLIMENTARY TO THE



MUSIC HALL

AMERICAN MEDICAL ASSOCIATION

AT ITS

FORTY SIXTH ANNUAL MEETING,
BALTIMORE, MAY 7-10, 1895.

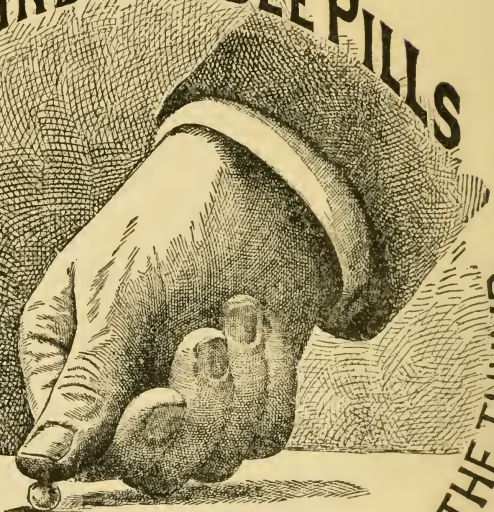
UNDER AUTHORITY
OF THE COMMITTEE OF Arrangements.

By DR. FERDINAND KING, N.Y.



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UPJOHN'S FRIABLE PILLS



ROSS ENG. CO. N.Y.

CAN BE REDUCED TO A POWDER UNDER THE THUMB

in



ts of a *natural lithia water* it must be
d *sparkling* as cases present.

of Uric Acidæmia will refuse to yield
medication, even to still lithia water;
SPARKLING LONDONDERRY. It will
ove the attendant gastro-duodenitis,
estive tract, and a cure is effected.

offices of the physician are wisely
of prophylaxis. A *sparkling lithia*
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ysician without "wheels" denies the
of *natural lithia waters* over all
ler of consequence denies that LON-
water of waters most prescribed and
nains to be said? Simply this: not
ibe LONDONDERRY, which is always
arbonated or non-carbonated, is to *lose*
our patients the advantage of a valu-
pound" which is recognized by your
n and his patients as invaluable in
HEUMATISM, GRAVEL and ACIDITY in
ions.

Note.—Lr impossible feats, but we still believe
it to be the mtration in any clinic free of charge.

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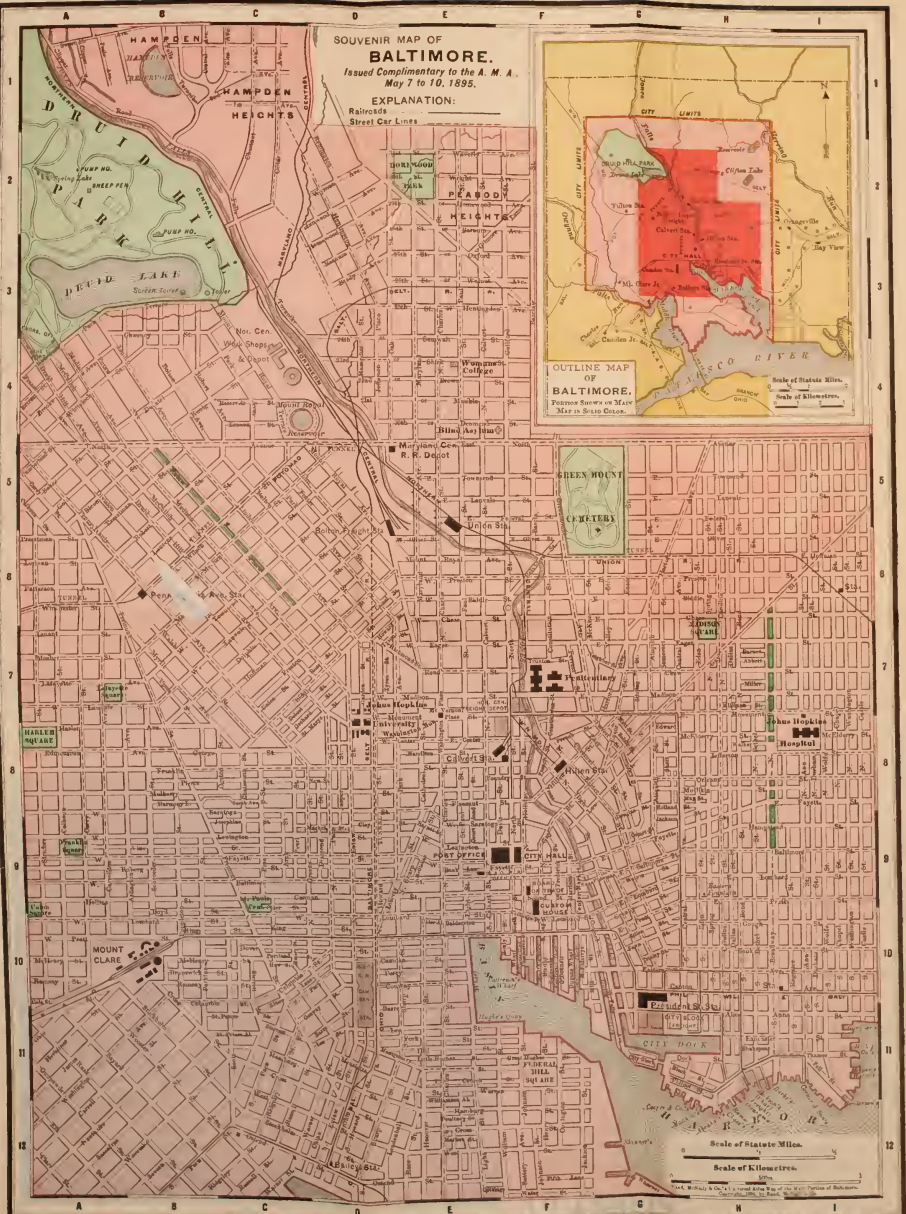
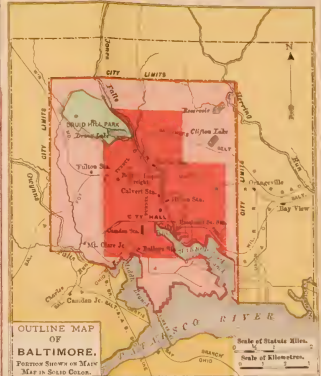
all the good results of a *natural lithia water* it must be used *both still and sparkling* as cases present.

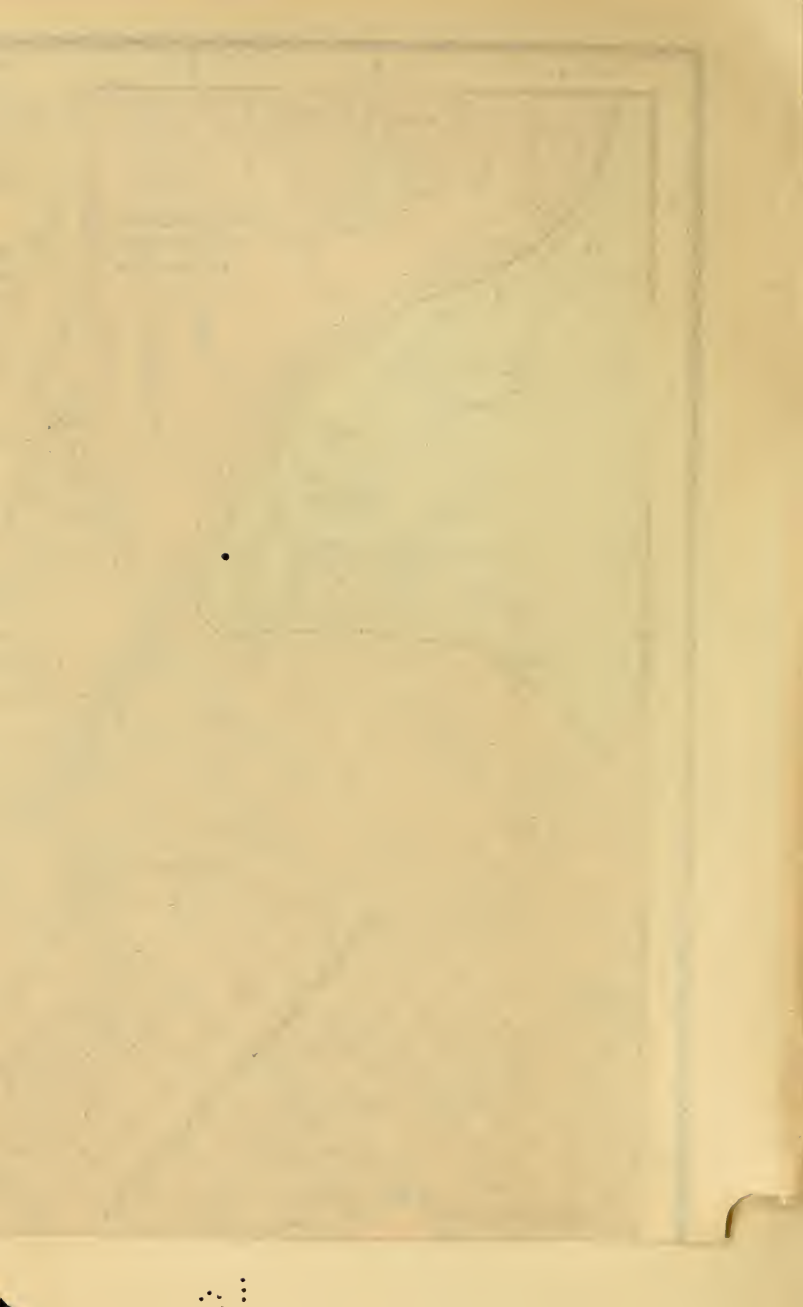
Some forms of Uric Acidæmia will refuse to yield to any form of medication, even to still lithia water; then think of SPARKLING LONDONDERRY. It will immediately remove the attendant gastro-duodenitis, stimulate the digestive tract, and a cure is effected.

Then the good offices of the physician are wisely used in the way of prophylaxis. A *sparkling lithia water* that is more palatable than any so-called "table water" is an ever-present and ever-pleasant guardian against the invasions of URIC ACID if used regularly at table. No physician without "wheels" denies the great superiority of *natural lithia waters* over all others. No dealer of consequence denies that LONDONDERRY is the *water of waters* most prescribed and used. What remains to be said? Simply this: not to use and prescribe LONDONDERRY, which is always available either carbonated or non-carbonated, is to *lose* to yourself and your patients the advantage of a valuable "natural compound" which is recognized by your brother physician and his patients as invaluable in cases of GOUT, RHEUMATISM, GRAVEL and ACIDITY in all its manifestations.

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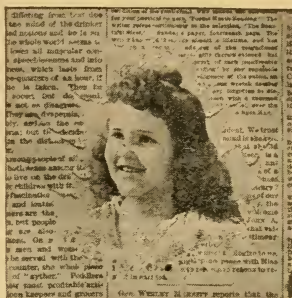
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 Mist. Glycyrrh. Comp..... ʒ iij
 F. E. Rad. Glycyrrh..... ʒ iij
 Vinl Rubri Gall..... q. s. fl. ʒ vj
 M. Sig.—Two teaspoonfuls every three hours.

For whooping-cough in a child four years old.

R Antikamnia, (Genuine)..... gr. xxxvj
 Divide in chart, No. xij.
 Sig.—At night, one powder every fifteen minutes until three have been taken. Administer in dilute claret, or port or sherry wine.

As an antipyretic from gr. v to gr. x should be given every ten minutes until the temperature has been reduced, or 40 to 50 grains have been taken, when the same dose is repeated at longer intervals, until the desired effect is obtained."—*Boston Medical and Surgical Reporter*.

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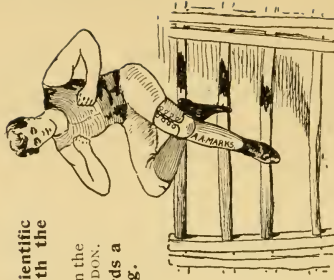
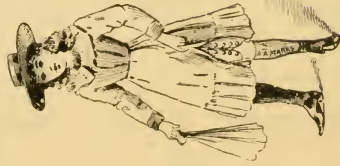
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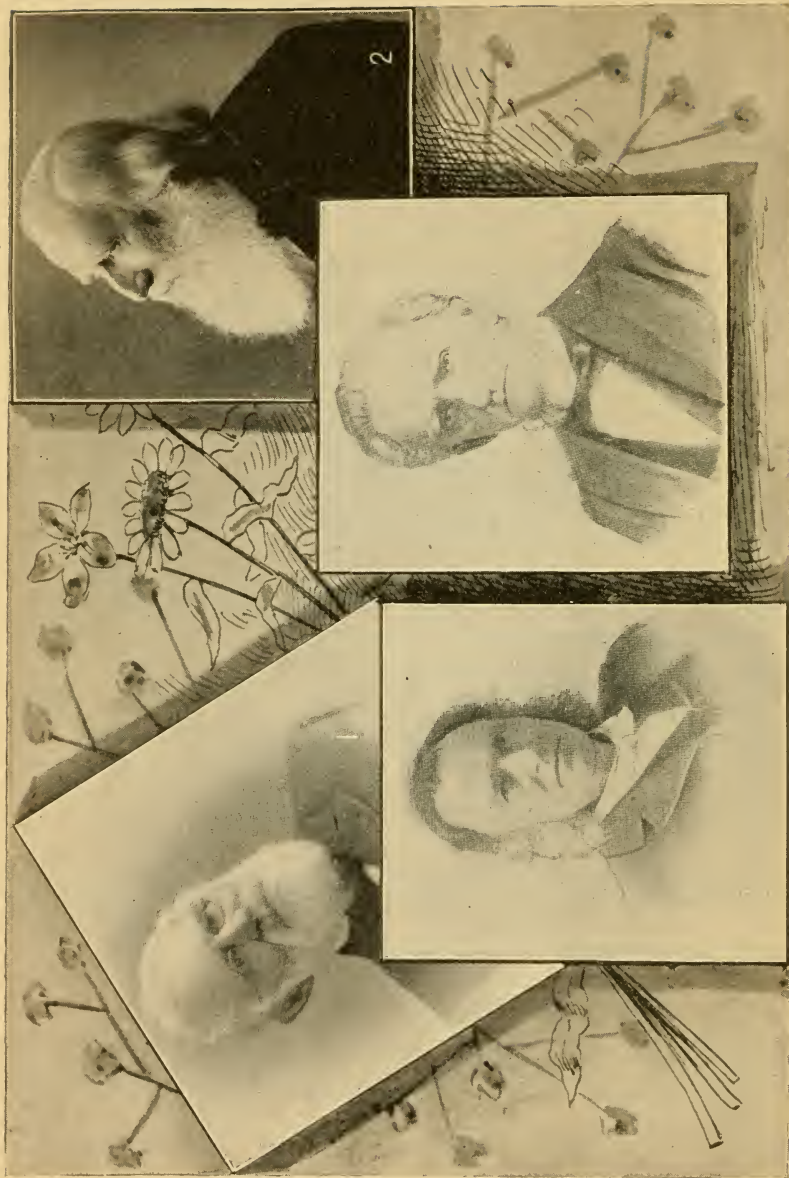
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4—N. S. Davis, M. D., Chicago.

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FOR THE

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meetings and participate in the affairs of the association, but without the right of voting. Any reputable physician, who is vouched for as such by three of the active or permanent members, can attend the meetings of the association, and is entitled to participate in all its affairs, as in the case of delegates, except the right to vote.

Each State, county and district medical society, entitled to representation in its State Medical Society, has the privilege of sending to the association one delegate for every ten of its regular resident members, and one for every additional fraction or more than half that number.

The medical staffs of the army and navy are entitled to four delegates each; the marine hospital service to one.

Any member of a medical society which is recognized by representation in its State Society can become a member on presentation to the secretary of a certificate, signed by the president and secretary of his society, accompanied with the annual fee. He is entitled to all the privileges of membership, except that of voting. The journal of the association will be sent to him so long as he continues to pay his dues.



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2—Wm. B. Atkinson, M. D., Permanent Secretary A. M. A.

The sum of five dollars is assessed annually upon each delegate to the sessions of the association, as well as upon each of the permanent members, whether present or not.

A Judicial Council, consisting of twenty-one members, is entrusted with the decision of all questions of an ethical or judicial character. Decisions of this Council are final.

The meetings of this association are held annually, and commence on the first Tuesday in May or June.

The thirty-third volume of the Transactions was published in November, 1882. In place of the annual volume of Transactions a weekly Journal has been issued since July, 1883, at a subscription price of five dollars. Address, 86 Fifth Ave., Chicago, Ill. Of the Journal, twenty-four volumes have now been issued.

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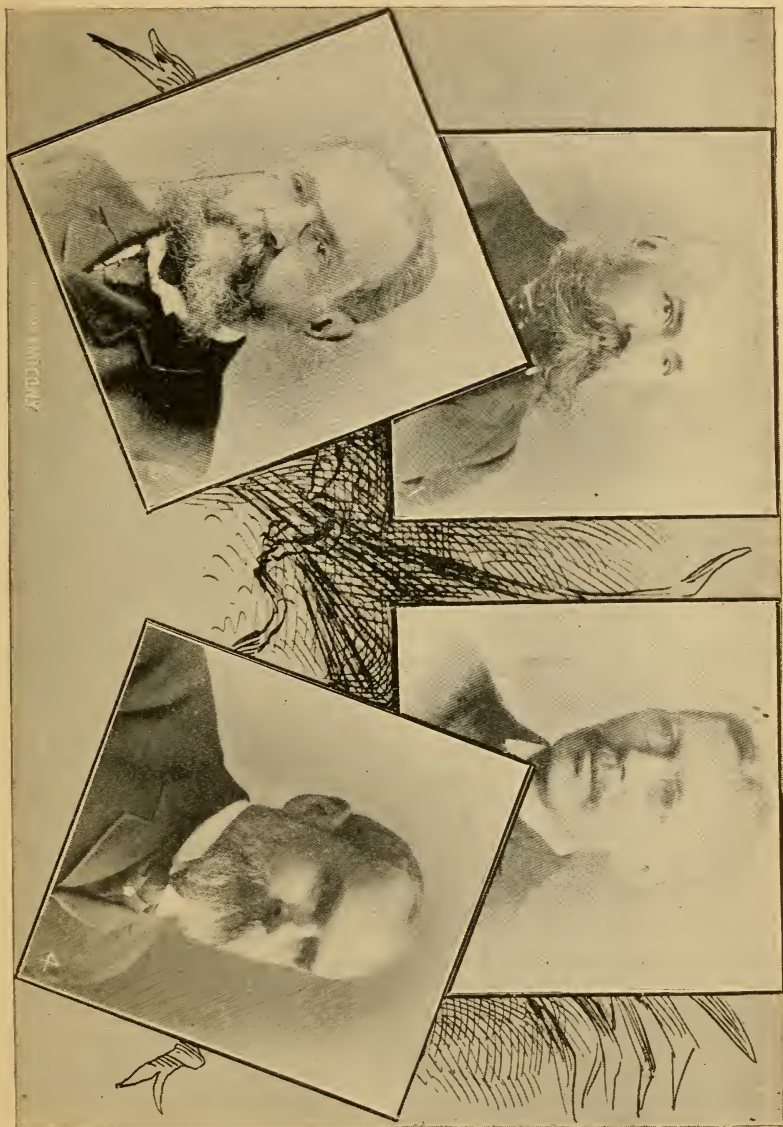
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PLACE OF MEETING—Baltimore, Md., May 7-10, 1895.



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BALTIMORE.

Baltimore, the chief city of Maryland and seventh in point of population in the United States, is situated at the head of tidewater and navigation on the Patapsco river, about fifteen miles from Chesapeake Bay. It is 39 miles from Washington City and 97 miles from Philadelphia. Two trunk lines of railway connecting the latter cities pass through Baltimore. The city covers an area of $31\frac{1}{2}$ square miles, or about 20,000 acres. Its length from east to west is $4\frac{1}{2}$ miles, while its breadth is $3\frac{1}{2}$ miles from north to south.

The surface of the city is somewhat irregular, yet it is not hilly. The street grades are not difficult or particularly noticeable. Jones Falls, a small stream which rises about twenty miles to the north, flows entirely through the city, dividing it into two equal parts. Along its banks are massive granite walls, while elegant bridges span it at numerous points along its course. It runs from northwest to southeast and empties into the northwest branch of the Patapsco river near the center of the city. The section northeast of Jones Falls is known as Old Town, and represents the original corporate limits of the city. The south and southeast ends of this section are known as Fell's Point and Canton, respectively,

and here are found extensive wharves, canneries and various factories. The southwest section is chiefly occupied by foreigners. West of the Falls is Locust Point, an irregular strip extending to the southeast, with Fort McHenry on its extreme point. Pratt street forms the northern limit of the harbor. Here is found the wholesale section of the city. On every hand large wholesale business houses, warehouses and other evidences of mercantile life and activity on a large scale may be seen. Three blocks away is Baltimore street, devoted largely to both wholesale and retail trade. Further on, and a little to the westward, are the great retail establishments, or more properly speaking, the shopping districts. Beyond these, and further northward, are found the fashionable residence sections and promenades. In this, the northwestern section of the city, dwell a large percentage of Baltimore's most substantial citizens.

The houses throughout Baltimore are numbered on the decimal plan, each block marking the beginning of a new hundred.

YOUR FIRST ARRIVAL IN BALTIMORE.

The visitor to Baltimore will arrive at Union Station, on North Charles street, or at Camden Station, on Camden street, near Howard, if he has come by rail. The former is the terminal station of the Pennsylvania Railroad; the latter of the Baltimore and Ohio. The trains of the Northern Central, the Philadelphia, Wilmington and Baltimore, the Baltimore and Potomac and the Western Maryland railroads



BIRD'S EYE VIEW OF BALTIMORE.

also run into Union Station. While the main depot of the Western Maryland is on Hillen street, it also has other stations on Pennsylvania and on Fulton avenues. On North avenue is located the station of the Baltimore and Lehigh, a narrow-gauge road coming in from Long Green, York and points in Pennsylvania. The Northern Central has a station of its own on Calvert street.

Travelers reaching the city from the Eastern Shore of Maryland, from Philadelphia, Savannah, Boston and other points by steamer, land at wharves on Light street and adjacent water-front in the heart of the city. European steamers land at Locust Point, crossing by ferry to foot of Broadway.

The visitor, whether arriving by boat or rail, will experience no inconvenience whatever in reaching almost any point in the city by street car. In fact, the street car system of Baltimore will compare favorably, in point of equipment and completeness, with that of any other city in the United States, and it affords rapid and easy access to every section. The fare on all the lines is only five cents for adults and three cents for children; there are no horse cars in the city, the motive power being the cable or the trolley. Transfer tickets may be obtained on many of the most important lines, thus enabling the passenger to travel the entire length or breadth of the city, in many instances, for only one fare. Those who prefer to indulge in the luxury of cab, coupé or carriage will always find such vehicles within easy call upon the arrival of train or boat. They may also be summoned from a central office by telephone call from nearest hotel or drug-store. While the

charges for vehicles are regulated by the Board of Police Commissioners, still it is best to agree on amount to be paid before beginning a ride. The following are the established

CAB RATES.

FOR CABS OR ONE-HORSE HACKNEY CARRIAGES.

STEAMBOATS AND RAILROAD STATIONS.

To or from any steamboat or railroad station, to any hotel or private house within the following described boundary: ON THE EAST—Broadway. ON THE NORTH—North avenue. ON THE WEST—Pennsylvania avenue to Fremont street; Fremont street to Arlington avenue; Arlington avenue to Mount Clare Station. ON THE SOUTH—From Mount Clare Station, Cross street to the harbor.

	7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one passenger, - - - -	\$0.25	\$0.50
For each additional passenger, -	.25	.25

For each additional mile or part thereof beyond the limits above described, 15 cts. per passenger may be charged. For each trunk, box or bag sufficiently large to be strapped on, 15 cts. No charge for small parcels or baggage taken in carriage.

CITY.

To or from any point within the boundary above given:

		7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one passenger,	- - - -	\$0.25	\$0.50
For each additional passenger,	-	.25	.25

For each additional mile or part thereof beyond the limits above described, 15 cts. per passenger may be charged.

TIME.

		7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one hour,	- - - - -	\$0.75	\$1.00

When a cab is called by telephone or otherwise and not taken off a stand, 10 cts. additional may be charged for such call.

FOR TWO-HORSE HACKNEY CARRIAGES.

STEAMBOATS AND RAILROAD STATIONS.

To or from any steamboat or railroad station, to any hotel or private house within the above described boundary:

		7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one passenger,	- - - -	\$0.50	\$0.75
For each additional passenger,	-	.25	.25

For each additional mile or part thereof beyond the limits above described, 25 cts. per passenger may be charged. For each trunk, box or bag sufficiently large to be strapped on, 15 cts.. No charge for small parcels or baggage taken in the carriage.

CITY.

To or from any point within the boundary given above:

	7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one passenger, - - - -	\$0.75	\$1.00
For each additional passenger, -	.25	.25

For each additional mile or part thereof beyond the limits above described, 25 cts. per passenger may be charged.

TIME.

	7 A. M. to 11 P. M.	11 P. M. to 7 A. M.
For one hour, - - - - -	\$1.50	\$2.00
For each additional hour, - -	1.00	1.00

If you should have any trouble or misunderstanding with the driver, don't "wrangle" with him, but ask him to drive you to the nearest police station. This order usually brings "Cabby" to his senses, if he be in the wrong.

HOTELS.

The hotels of Baltimore are numerous, but not very large. The HOTEL RENNERT is a finely appointed house, located on the corner of Saratoga and Liberty streets, near the center of the city. Nearby, on the corner of Charles and Centre streets, and within a stone's throw of the Peabody Institute, is the ST. JAMES. The STAFFORD is a handsome modern-style hotel, located on the west side of and overlooking Washington Place. MOUNT VERNON HOTEL is on Monument street, near Mount Vernon Place. The ALTAMONT, a large, new hotel, is located on the corner of Eutaw Place and Lanvale street. All the above-named hotels are conducted on the European plan. The following

are kept on the American plan: The EUTAW HOUSE, corner of Eutaw and Baltimore streets; the MALTBY HOUSE, on Pratt street, near Light; the HOWARD HOUSE, on Howard street, near Baltimore; the CARROLLTON, corner of German and Light streets; the ALBION, corner of Read and Cathedral streets; the IMPERIAL, on Monument Square. The last named is conducted on both European and American plans. Among the many pleasant family hotels are: The BREXTON, on Park avenue, near Biddle street; the SHIRLEY, corner Park avenue and Madison street, the AVON, 609 N. Calvert street, and LANGHAM, corner Charles and Centre streets.

Board and lodging in private houses may be secured at reasonable prices in all sections of the city. Such accommodations may be found by consulting the morning newspapers or by visiting the rooms of the Young Men's Christian Association, corner Charles and Saratoga streets, or the Young Women's Christian Association rooms, corner Liberty and Barnet streets. At the Registrar's office of the Johns Hopkins University may be found a list of homes suitable for students.

RESTAURANTS.

The visitor of a day, or who prefers living on the European plan, will have no difficulty in finding numerous first-class restaurants. Among these are: RENNERT'S, corner Saratoga and Liberty streets; MARSHALL'S, corner Calvert and German streets; DITCH'S, corner North avenue and Charles street;

WOMAN'S INDUSTRIAL EXCHANGE, corner Charles and Pleasant streets; and the ST. JAMES, corner Centre and Charles streets. These are for both ladies and gentlemen. The GREEN HOUSE, on Pratt St., near Charles; MULLIN'S, on Liberty street, near Baltimore, and KELLEY'S, on North Eutaw, near Baltimore street, are for gentlemen only.

Coffee houses and quick-lunch rooms, where light refreshments at low prices may be obtained, can be found in great numbers on Baltimore street and other much-frequented thoroughfares.

PLACES OF AMUSEMENT AND ENTERTAINMENT.

First in size and importance in the list of Baltimore theatres is MUSIC HALL, which is located corner Maryland and Mt. Royal avenues, and has a seating capacity of ———. Another large and attractive place of amusement is the LYCEUM, on N. Charles street. The ACADEMY OF MUSIC is on N. Howard street, near Franklin. The most historic theatre in the city is FORD'S OPERA HOUSE, on Fayette street, near Eutaw. Opposite the City Hall is the HOLLIDAY STREET THEATRE. Beyond the Falls, on East Baltimore street, is the MONUMENTAL THEATRE, devoted to variety and vaudeville performances; while the melodrama flourishes at the AUDITORIUM, on North Howard street. FRONT STREET THEATRE is of special interest to the student of history. Concerts, lectures and recitals are given at the Peabody Institute during the winter months.

READING ROOMS.

Visitors may easily obtain access to the following reading rooms: The New Mercantile Library, on Charles street, near Saratoga; the Enoch Pratt Free Library, on Mulberry street, near Cathedral; the Peabody Institute; the Maryland Historical Society, Saratoga and St. Paul streets; Young Men's Christian Association; and the Maryland Institute Library, corner Baltimore and Harrison streets.

PAINTINGS, ART COLLECTIONS, &C.

At the rooms of the Decorative Art Society, 315 North Charles street, at Myers and Hedian's, 214 North Charles street, and at Bendann's, 105 East Baltimore street, paintings, etchings, bric-a-brac and many articles of virtu may be seen. There are also interesting collections open to the public at the Peabody Institute and the Maryland Institute Library.

HISTORY OF BALTIMORE.

Baltimore, named in honor of Lord Baltimore, the founder of the Maryland Colony, was founded early in the eighteenth century, but was not incorporated as a city until 1796, when it had a population of about 15,000.

Early settlers saw the importance of building a city at the head of the Chesapeake Bay, but older towns than the straggling settlement of Baltimore had claims that could not be entirely ignored. These

were Joppa, the county-seat, Elk Landing and Annapolis. About the middle of 1729 the first petition praying for the erection of a town at this point was presented to the Provincial Assembly. The bill was quickly passed, and the history of Baltimore dates from that year. The growth of the new town was slow and uncertain. As late as 1750 it contained only two hundred houses and had a population of about two hundred and fifty souls. It was at about this period the mercantile world began to appreciate the many advantages of the new town over its rivals. A magnificent harbor, with a minimum depth of twenty-five feet of water, numerous mill streams, rich iron deposits, and ready access to good agricultural sections, soon enabled Baltimore to forge ahead of her rivals. The courthouse and prison were transferred from Joppa to Baltimore in 1768. From this time forward the growth of the town was steady and rapid. In twenty-five years, from 1750 to 1775, the population increased from 200 to 7,000. Commerce increased proportionately. But there was a temporary stoppage in the growth and prosperity of the town at this period on account of the Revolutionary War. Foreign commerce was suspended, and during the conflict the harbor was entirely deserted by foreign ships. This served to stimulate home manufactures and shipping, and soon after the suspension of hostilities local merchants engaged in the carrying trade, and soon Baltimore ships were to be seen in every port of the civilized world. This spirit of enterprise was noted and appreciated by the world of commerce, and resulted in a more rapid development of the place than ever before in its history. In

1797 Baltimore became a city, with a population of about 20,000.*

Baltimore was the scene of some exciting events during the war of 1812. The city was successfully defended against attacks by land and water (see "Fort McHenry"), and even succeeded, through the medium of blockade-running, in maintaining a large proportion of foreign trade. The history of the half century following the war of 1812 was uneventful. The city grew steadily and rapidly from that period up to the breaking out of the Civil War. Occupying a kind of half-way ground, cut off from the South and West, Baltimore remained at a standstill during that terrible conflict; but when hostilities ceased and peace was restored she soon regained her former position in the commercial world and entered upon an era of prosperity which she still enjoys and will continue to enjoy for all time to come.

POPULATION AND COMMERCE.

The population of Baltimore is nearly 500,000. Of this number about one-sixth are colored, while one-fifth are of foreign birth. The voting population is about 120,000. Politically, the city is almost equally divided. The City Council at present stands: Democrats, 10; Republicans, 12. The Mayor, Hon. Ferdinand C. Latrobe, is a Democrat. The commerce of Baltimore is extensive and diversified. In 1894 her exports were as follows: 245,000 cases of canned goods, 65,000 hogsheads of tobacco, 120,000

* An association was formed in 1894 to hold an exposition in Baltimore from May 15 to November 15, 1897, to celebrate the 100 years of corporate existence of the city.

bushels of cloverseed, 206,000 bales of cotton, 122,000 tons of coal, 112,000 barrels of rosin, 61,000 head of cattle, 42,000,000 gallons of petroleum, 68,000,000 pounds of lard, 1,500,000 staves, 31,000,000 feet of lumber, 68,000 logs, 80,000 barrels of whiskey, 3000 tons of hay, 18,000 tons of oilseed cakes, 47,000 sheep and 200 horses. Her imports were 427,000 dozen pineapples, 88,000 tons of iron ore, 966,000 boxes of tinplate, 25,000 sacks of salt, 4,000 tons of salt, 135,000 bushels of salt, 220,000 packages of chemicals, 37,000 tons of manure salt, 45,000 bags of rice, 214,000 bags of coffee, 245,000 casks of cement, 14,000 barrels of whiskey, 1,000,000 bunches of bananas, 2,500,000 cocoanuts, 12,000 bags nitrate of soda, 50,000 bags of phosphate, 22,000 bags of sugar, 15,000 tons of brimstone, 100 cases of sugar, 73,000 bags of linseed, 16,000 rolls of matting. The receipts of grain and flour were: Flour, 3,800,000 barrels; wheat, 9,000,000 bushels; corn, 9,500,000 bushels; oats, 2,000,000 bushels; rye, 259,000 bushels; barley and malt, 700,000 bushels; cloverseed, 212,000 bushels; timothy, 63,000 bushels; while the exports of same were: Flour, 3,000,000 barrels; wheat, 8,500,000 bushels; corn, 7,500,000 bushels; oats, 50 bushels; rye, none; barley and malt, none; cloverseed, 135,000 bushels, and timothy, 18,500 bushels.

BANKS.

Baltimore has twenty-two national and four State banks. The following figures show the condition, resources and business of these banks: National banks, capital, \$13,243,600; surplus and undivided

profits, \$6,013,400; loans and discounts, \$32,708,400; deposits, \$31,560,000. State banks: Capital, \$1,075,000; surplus and undivided profits, \$377,476; loans and discounts, \$2,628,300; deposits, \$2,020,120. Bank clearances in 1894 amounted to \$673,443,512.

MANUFACTURES AND TRADE.

Baltimore is regarded by shrewd merchants as one of the very best markets in the United States in which to buy clothing. In fact, the competition between this city and the large Eastern cities is very strong. The number of manufacturers of clothing here in 1894 was 41, with a capital of \$6,000,000. Their total output was estimated at \$10,000,000.

The shoe and leather trade amounts to \$22,000,000 annually. There are eight hat manufacturers, employing 1,200 hands and a capital of \$750,000. Their output is \$2,225,000. The wholesale dry goods in 1894 amounted to \$3,000,000, while the sale of notions for that year reached \$10,000,000.

BUSINESS OF THE POSTOFFICE.

The total receipts of the Baltimore Postoffice for 1894 were \$814,904, being an increase of \$14,000 over the preceding year. A total of 100,000,000 pieces of mail matter, weighing 3,837,000 pounds, was handled.

TAXES AND DEBT.

The total tax rate of Baltimore is \$1.87 $\frac{3}{4}$ per one hundred on assessed valuation of property. This

covers State, county and municipal taxes. The total debt of the city of Baltimore is \$31,135,000. Available assets, \$13,232,250, leaving a total net indebtedness of about \$18,000,000. This debt is being largely decreased each year. The death-rate of the city is about 2 per cent.

HOW TO SEE BALTIMORE.

It is difficult to prescribe or suggest any general plan by which all the points and places in Baltimore may be seen within a specified time. Of course much depends on the tastes of the visitor. In the first place time may be saved and trouble avoided by carefully studying the map which may be found in another part of this book. This enables one to fix in the mind the general topography of the city. A bird's-eye view which may be obtained from the top of the Washington Monument or the Hotel Renner will also contribute greatly toward a knowledge of the general plan of the city and its environs.

The Washington Monument is a good starting-point if you wish to find places, etc., of special interest. Walk out Mt. Vernon Place and Monument street to Eutaw street, then take the Madison avenue cable car to North avenue, where you should get off and walk over to Eutaw Place and down across the square to Dolphin street. Then return to Mc-Mechen street, and travel eastward to Charles street. Take the blue-line car and ride south to Calvert and Lexington streets. Here you will see Battle Monument, the Court Buildings, Equitable Building, Law Building, City Hall and Postoffice. Go down to

Baltimore street via North, and walk thence westward to the starting-point.

If you wish to visit the shopping and retail center of the city, from the Washington Monument you will walk down Charles street to Lexington street, traverse the latter westwardly to Eutaw street; walk along Eutaw to Fayette street, then follow Fayette to the westward two blocks to Westminster church, the burial-place of Edgar Allan Poe. Turn up to Lexington street, and go eastward through Lexington market to Eutaw street, thence north to Monument. By this time you have seen the busiest part of the city. You have seen stores, shops, markets and every variety of retail mercantile life in a busy city.

The Peabody Institute, with its library and art collection, is always interesting to the visitor. After you have finished a leisurely inspection here, go over to the Johns Hopkins University and take a look at its various buildings—the administration building, library building, chemical laboratory, biological laboratory, Levering Hall, the gymnasium and the physical laboratory. You can secure a guide at the registrar's office. From here walk down Howard street to Mulberry, thence to the Pratt Free Library. Immediately beyond the latter you will find the Cathedral. The Y. M. C. A. building is on the corner of Saratoga and Charles streets. A stone's throw below this is the home of the Maryland Historical Society, containing much of interest.

If you wish to visit the Woman's College, take the Charles street or Maryland avenue cars. If you want to see some of Baltimore's shipping, go down

Charles street to Pratt, thence east to Light street. Walk along the wharves as far as Marsh Market Space. Step over to Baltimore street and take the Broadway cable car to its terminus, where you will find many large industries, such as canning factories, stove foundries, fruit exchanges, pottery works, dry docks, etc. You can take the ferry at the foot of Broadway over to Locust Point, where you will find the large grain elevators of the Baltimore and Ohio Railroad. Nearby are many foreign steamers, the emigrant offices and the Columbian Iron Works.

From the original starting-point, if you wish to visit Druid Hill Park, take the Madison avenue cable car. You can spend several hours very pleasantly strolling about the park, visiting the Maryland House, zoölogical collection, dromedaries, lakes, sea lions, ending up at the Druid Hill avenue entrance. A block away from this entrance you will find the Traction power-house. Then take the Gilmor street cable car to Patterson Park. En route you will pass Harlem Park, Franklin Square and the City Springs. You can spend an afternoon quite profitably in a visit to the Johns Hopkins Hospital, which is reached via the Aisquith or Centre street cars. This trip should be made on Wednesday afternoon from 3 to 5 o'clock, when the institution is regularly open to visitors. Walters Art Gallery should be visited on the same afternoon in February and March, and on Wednesdays and Saturdays in April; also on February 22d and on Easter Sunday. A small admission fee is charged at Walters.

If you wish to see something of Baltimore's suburbs, take the electric car at the Druid Hill Park terminus of the Traction line to Pikesville, where you will find the old Arsenal, used now as a Confederate Soldiers' Home. Or, you may take a Northern Central train at the Calvert station and go out to Woodberry, which is a very busy little town. Or, you can take a train at the Baltimore and Lehigh station on North avenue and ride out to Loch Raven, one of the sources of the city's water supply.

Trains leave the Northern Central Railroad on Calvert street every half hour for Sparrow's Point, where the extensive plant of the Pennsylvania Steel Co. is located. This is an interesting place to visit. If you wish to get a fine view of the harbor and shipping, visit Federal Hill, taking the Calvert street car south to Montgomery street. The same car will also carry you to Ferry Bar, a favorite water resort of the city. An electric car runs from the latter place to Curtis Bay, a thriving suburb, at which a large sugar refinery and several extensive foundries and machine shops are located.

FORT M^CHENRY.

The most interesting place in Baltimore for the student of history is Fort McHenry, which may be reached by taking the Traction cable car at the corner of Paca and Fayette streets. You take the Howard street cars to this starting-point.

On September 12, 1894, the 100th anniversary was celebrated of the transfer of the defenses erected on Whetstone Point, now Fort McHenry, by the

State of Maryland to the United States government. The celebration took place at Fort McHenry, under the auspices of the Society of the War of 1812.

Fort McHenry's chief claim to fame is that it successfully defended Baltimore from the attack of the British fleet in 1814, and gave to Francis Scott Key the inspiration for the anthem, "The Star-Spangled Banner."

Upon the commencement of the Revolution, the importance of Whetstone Point for the defense of Baltimore was appreciated, and in 1775 preparations were made to fortify it. The fortifications were begun in 1776, and as the Revolution progressed they were strengthened. Until 1793 the fortifications remained exclusively under the control of the State of Maryland, but in consequence of the apprehension entertained at the time of another conflict with Great Britain, they were put at the disposal of the Federal government by the Maryland legislature. A public subscription was taken up in Baltimore in 1799, and with the money thus raised and \$20,000 appropriated by the government, a fort of brickwork was erected, and was subsequently called Fort McHenry, in honor of James McHenry, of Baltimore, who was the first Secretary of War under President Washington.

MUNICIPAL AFFAIRS.

GOVERNMENT.—The municipal government of Baltimore is vested in a Mayor, elected every two years, and a City Council of two Branches, chosen from the wards into which the city is divided. The First Branch consists of one member from each



CITY HALL.

ward, elected annually; the Second, of one member from every two wards in the city, elected every two years. A three-fourths vote of the council is necessary to override the mayor's veto.

The important departments of the city government are as follows: A Tax Department, under a City Collector, together with an Appeal Tax Court, consisting of three judges and subordinates, to assess all unreturned property and to make alterations in assessments on appeal or as they may see fit; a Register's office, which has charge of the moneys and securities of the corporation; and a Comptroller's office. The Finance Department, consisting of the mayor and two citizens—the latter being appointed by the mayor and serving without salary—have the care of the public debt of the city, its investments and finances in general. All municipal litigation is in charge of a Law Department, consisting of a City Counselor, a City Solicitor, an Examiner of Titles, and a City Attorney. A City Commissioner, aided by several assistants, looks after the paving of streets and the construction and repair of sewers. There are also an Inspector of Public Buildings, Commissioners for Opening Streets, Street Cleaning Commissioners, Harbor Board, Park Commissioners, Water Department, School Board, and Board of Fire Commissioners.

CITY HALL.—This is a beautiful building, situated almost in the center of the city, occupying the entire block surrounded by Fayette, North, Lexington and Holliday streets. It was completed in October, 1875, at a total cost of \$2,375,000. The building consists of a center structure four stories

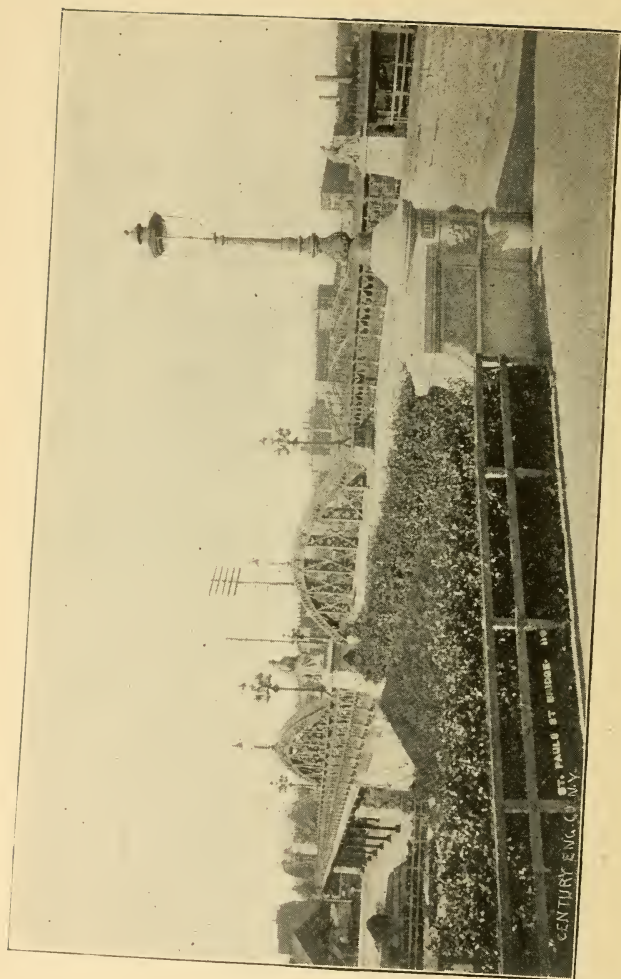
high, with two lateral wings of three stories. The distance from the ground to the top of the dome is 227 feet. The town bell, weighing two and a half tons, hangs above a projecting balcony near the top. The various city or municipal offices are gathered together in the City Hall. The City Library, containing several thousand volumes of municipal and public documents, and also the elegantly furnished chambers of the two Branches of the City Council, are situated on the second floor. There are entrances on all four sides of the building.

FIRE DEPARTMENT.—Baltimore has had a paid fire department since 1858. It is under the control of a Board of Fire Commissioners, consisting of three citizens, with the Mayor, who is an *ex officio* member. The working force of the department is divided into two groups: one consists of men always on duty; the other of men who pursue other occupations during the daytime, but who are required to be at the engine house during the night. If a fireman loses his life in the discharge of his duty his family receive \$1,000; \$500 from the city and an equal amount from an insurance fund effected and maintained by the Board of Commissioners. The equipment of the fire department is as follows: One fire-boat, 15 engine companies, 9 hook and ladder companies and 7 chemical engines. The force of men employed consists of 223 permanent members and 51 call members. A salvage corps, supported by the board of underwriters, coöperates most heartily with the Fire Department in all emergencies.

POLICE DEPARTMENT.—The present most efficient police system was inaugurated in 1860,

when the control of the force was taken out of the hands of municipal officials and vested in a Board of Police Commissioners, consisting of "three sober and discreet persons," who are appointed by the State Legislature, one at each biennial session, for a period of six years. They each give a bond of \$10,000, and receive a salary of \$2,500 per annum. The force proper consists of a marshal, a deputy marshal, 8 captains, 6 lieutenants, 10 detectives, 84 sergeants and 640 patrolmen. The city is divided into seven districts for police purposes. Each district has its own station house, a strong building of brick, with stone trimmings. Each of these buildings is in charge of a captain and is always open to visitors. A most excellent police alarm and patrol system is an important auxiliary to the police department. The outlying and sparsely settled portions of the city are patrolled by mounted policemen.

WATER SUPPLY.—Baltimore's water supply is calculated to be sufficient to supply a population of a million or more. It comes from the Gunpowder river and Jones Falls. There are six reservoirs, while more than 225 miles of pipes run beneath the city's streets and supply about 50,000 houses, 1500 hydrants and 15,000 baths. The entire system cost about \$10,000,000. Their daily capacity is 165 millions of gallons. These reservoirs are all situated within seven miles of the city. Loch Raven, the largest, is four and three-quarter miles long and from one hundred to eight hundred feet in width. The water from here is carried through a conduit twelve-foot tunnel to Lake Montebello, a receiving reservoir of 500 millions of gallons capacity. Lake



ST. PAUL STREET BRIDGE.

Clifton is also a large storage reservoir, situated upon a part of the old Johns Hopkins estate just beyond the old city limits. Six forty-inch distributing mains bring the water to the distributing mains in the city.

HEALTH DEPARTMENT.—The Commissioner of Health is appointed annually by the Mayor and his appointment is confirmed by the City Council. The sanitary affairs of the city are in his hands. He superintends the cleaning of sewers, the abatement of nuisances and the work of vaccine physicians, and has much to do with the quarantine regulations of the city.

Upon extraordinary occasions the power of the Health Department is almost unlimited. A department of Vital Statistics maintains a mortuary register and issues weekly reports. The City Morgue is a neat two-story building, located at the foot of President street, and fitted with all modern conveniences.

MEDICAL COLLEGES.

In 1809 the first medical college in Baltimore was established. In that year the College of Medicine of Maryland was chartered by the Legislature of Maryland and began teaching here. It was made one of the branches of the University of Maryland four years later.

The Washington Medical College was organized in 1833. It was first located in a building on Holiday street, opposite the old City Hall. It afterwards erected a building of its own on Broadway, which is now occupied by the Church Home. Later

it removed to the corner of Lombard and Hanover streets. Bad management led to the closing up of the institution in 1851. The college was reorganized and started anew in 1867 in a building on the northeast corner of Saratoga and Calvert streets. Differences in the faculty of the Washington Medical College in 1872 led to a split, and the dissenting wing organized the College of Physicians and Surgeons. The first course of lectures in the new school was attended by only twenty-five students, but it grew rapidly, and in 1877 absorbed the older institution. The College of Physicians and Surgeons now occupies a handsome modern building located at the corner of Saratoga and Calvert streets. The faculty consists of eleven professors and fourteen assistants. The college has exclusive control over the Baltimore City Hospital, whose new building adjoins its own, and over the Maryland Lying-in Asylum. It also has the privilege of Bay View Asylum, Hebrew Hospital, Children's Nursery and Hospital, and several other institutions.

The Baltimore Medical College is located on Howard street above Madison. It was organized in 1881, and has entire control of the Maryland General Hospital on Linden avenue, including its Lying-in and its Eye and Ear departments. It has a faculty of eleven professors and nine assistants.

The Baltimore University was founded in 1884 by former members of the Baltimore Medical College. It is a school of medicine, with dental, veterinary and law departments.

The Woman's Medical College was organized in 1882. The Hospital of the Good Samaritan is un-

der its control. Its faculty is made up of twelve professors and many assistants. The establishment of this school has had much to do with the admission of female students to the Johns Hopkins University Medical School.

DENTAL COLLEGE.

The Baltimore Dental College was the first dental college organized in the world. It was duly chartered by the State Legislature, and has enjoyed unusual prosperity from its beginning up to the present. It was first established on Sharp street, between Lombard and Pratt. After several removals it finally settled on the corner of Eutaw and Franklin streets, where it is at present located. It is thoroughly equipped for its purposes.

COLLEGE OF PHARMACY.

The Maryland College of Pharmacy, located on the corner of Fayette and Aisquith streets, was established in 1840, and is one of the oldest institutions of its kind in America. Its graduates are found in every State and Territory of the United States, and its diploma is universally recognized as a guaranty of the thorough qualification of its holder.

EDUCATIONAL INSTITUTIONS IN GENERAL.

Baltimore has long held a high rank as an educational center. Free instruction in primary, secondary, collegiate and normal studies is provided by a

graded system of public schools. In this city was established the first manual training school to be maintained as a part of a public school system.

PUBLIC SCHOOLS.—As early as 1827 an ordinance was adopted by the City Council creating a Board of Commissioners of Public Schools in Baltimore, and two years later the first school was opened, and the system has steadily developed and expanded.

There are primary, grammar and high schools or colleges. Separate schools are provided males and females and for colored children. There are about 60,000 children and 1400 teachers. The school buildings are handsome, substantial structures. The schools are entirely free, supplies and text-books being provided free of expense. The entire system is in the hands of a Board of School Commissioners who serve without salary. The cost of maintaining the schools is about one million dollars a year.

The Baltimore Manual Training School is a part of the public school system, and was the first of its kind established in the United States. It has been eminently successful, and its methods have been copied by similar institutions throughout this country. It is located on Courtland street, near Saratoga, and is well worth a visit. A similar school for colored people has been recently established on Fremont street, near Lombard.

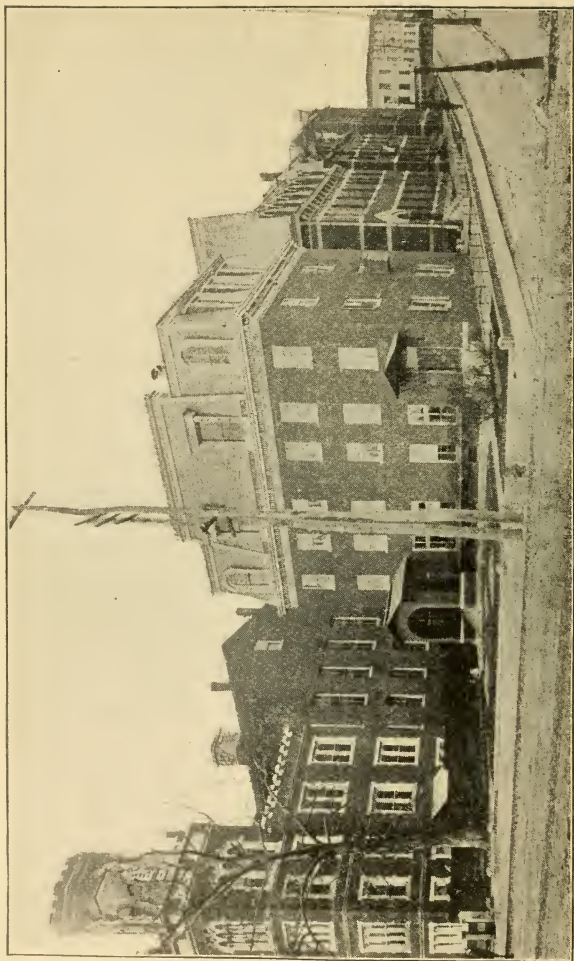
The State Normal School is located on the corner of Lafayette and Carrollton avenues. It is designed for the training of teachers of both sexes. The institution is splendidly equipped for its work, and its graduates are well qualified as teachers. Each

county in the State is entitled to send two students for each representative in the General Assembly. Other pupils, to a limited number, are received on payment of tuition fees.

The University of Maryland is situated at the corner of Greene and Lombard streets. It was founded as a medical school in 1807, being the fifth in point of age in the United States. It has had many ups and downs during its existence of almost a century. Its founders purchased a library out of their private funds. The late Civil War interfered seriously in the work of the institution. But it has always been a progressive school. It was the first to lengthen its course to six months and to make dissection compulsory. It was also among the first to establish a special department for diseases of women and children. In 1890 it established a training school for nurses. As early as 1812 it created faculties of divinity, law, and arts and sciences, but of these law only remains. This department now occupies a building of its own on Lombard street adjoining the medical college. It has seven professors and about one hundred students. A dental school was founded in 1882, and now occupies a building adjacent to the university on Greene street, and has about one hundred and fifty students annually.

JOHNS HOPKINS UNIVERSITY.

This institution is located in the very heart of the city on a block bounded by Howard, Eutaw, Monument and Little Ross streets. The Madison, Maryland and Linden avenues cars pass it, while the



JOHNS HOPKINS UNIVERSITY.

Druid Hill and Edmondson avenues lines are only a block away. The present location of the university was at first intended to be temporary, the intention of the founder being to have it located ultimately at Clifton, his suburban country seat. The original buildings have been added to from time to time until they now constitute one of the most thoroughly equipped institutions of its kind in the world. It has no dormitories; its non-resident students live in boarding houses in the vicinity.

FOUNDATION.—The Johns Hopkins University owes its foundation to the liberality of the Baltimore merchant whose name it bears. He died at the advanced age of eighty, in 1873, leaving a large fortune, which he gave in nearly two equal amounts for the endowment of a university and a hospital. He directed that when the latter was completed it should become a part of the medical school of the university. The university was incorporated under the general laws of the State of Maryland in 1867. Three years later the trustees met and organized, but they did not meet again until after the death of Mr. Hopkins. The work of instruction was begun in the autumn of 1876.

BUILDINGS.—These are as follows: A central building, in which are the offices of administration and the class-rooms for ancient languages. Directly west is a building containing the general library of the university and a large lecture-room for chemistry. Beyond this, to the west, is the chemical laboratory, and still further in that direction is the biological laboratory, a three-story building. North of the main group of buildings stand the gymnasium

and Levering Hall. The latter was erected for the Y. M. C. A. of the university. Still further north is the physical laboratory, in which are found the departments of physics, mathematics, electrical engineering and astronomy. Several dwelling-houses in the neighborhood are also used for class-rooms and for the laboratories in mineralogy and geology. McCoy Hall, a new building for the library and for the class-rooms for the literary departments, is on the corner of Garden and Monument streets, extending in a southerly direction to Little Ross street. The library of the university contains upwards of 60,000 volumes.

CHEMICAL LABORATORY.—This is one of the most thoroughly equipped laboratories in the world. It was opened in 1877, but it had to be enlarged six years later to accommodate the large number of students who sought to avail themselves of its privileges and instruction.

BIOLOGICAL LABORATORY.—The Biological Laboratory of the Johns Hopkins University enjoys a world-wide reputation. It has no equal in America. Its equipment is the very best that can be obtained, while its teachers are masters in their work. Students from every section of the United States are constantly in attendance here.

PHYSICAL LABORATORY.—The building occupied by this laboratory is the most imposing of all the structures devoted to the sciences. Its equipment is superb. Levering Hall, the home of the Y. M. C. A. of the university, and McCoy Hall are both imposing structures and most admirably arranged for the purposes to which they are de-

voted. The various departments are largely attended by students from all over the United States. There are about 70 teachers on the academic staff of the university, while quite a number of advanced students conduct classes in various departments. The baccalaureate, the doctor of philosophy and bachelor of arts degrees are conferred here.

WOMAN'S COLLEGE.

The buildings of the Woman's College are located on St. Paul street in the northern part of the city. They consist of Goucher Hall, containing over forty class-rooms, laboratories and offices of administration; an Instruction Hall, and Bennett Hall, the latter containing the gymnasium, baths and swimming pool. The College Home is a large brick building, a block east, at the corner of Fourth and Calvert streets, while a similar or second "home" building is located a block to the westward on the corner of Fourth and Charles streets. The Woman's College was projected by the Baltimore Conference of the Methodist Episcopal Church in 1884, and was incorporated under the general law of Maryland in the following year. Its doors were opened to students in the latter part of 1888. Its charter was amended and its powers enlarged in 1890. In this year the Girls' Latin School was organized as a preparatory department of the college, with its own principal, faculty and building. The college has a large patronage; its students coming from all sections. Goucher Hall, a massive granite structure, and the ground on which it stands, was the gift of the Rev. John F. Goucher.



FIRST METHODIST EPISCOPAL CHURCH AND WOMAN'S COLLEGE

Bennett Memorial Hall is the college gymnasium. It is of granite, two stories high, and was the gift of Mr. B. F. Bennett, of Baltimore, who dedicated it to the memory of his wife. It is thoroughly fitted up with all the requisites of a modern gymnasium, and is in charge of a full professor, a regularly educated physician. The Swedish system of training is in vogue here.

The College Homes were planned with careful attention to the wants of the students who were to occupy them. They are duplicates of each other, four stories high, and contain rooms for sixty-five students. The buildings are wholly devoted to purposes of residence. They have elevators, sanitary plumbing, thorough ventilation, splendid fire escapes and all other modern appliances and equipment. The kitchen and dining-room are on the top floors, thus securing immunity from disagreeable odors. Religious services are held in the chapel of the First M. E. Church, which is connected with Goucher Hall by a bridge.

SAINT MARY'S SEMINARY OF ST. SULPICE.

This is the oldest Catholic theological seminary in the United States. It is located on the square bounded by Paca and St. Mary's streets and Druid Hill and Pennsylvania avenues. The buildings are large and imposing and are surrounded by spacious grounds, the whole surrounded by a high fence. The seminary was founded in 1791 by a little band of Sulpicians, headed by Father Nagot, who came over from Paris. At first it was devoted entirely to theological training, but later a second school or

academy, known as St. Mary's College, was opened for secular education. This institution grew rapidly in numbers, and its reputation spread abroad. The power of conferring degrees was granted it in 1805. For many years the college flourished and exercised a most important educational influence upon the community. The general college department was closed in 1852, the Sulpicians never having forgotten the prime purpose of their institution. In 1877 the first part of the present building was occupied. Additions have been made from time to time, until now the whole presents an imposing appearance. The Third Plenary Council held its sessions here in 1884. The Centennial celebration of the founding of the institution took place in 1891.

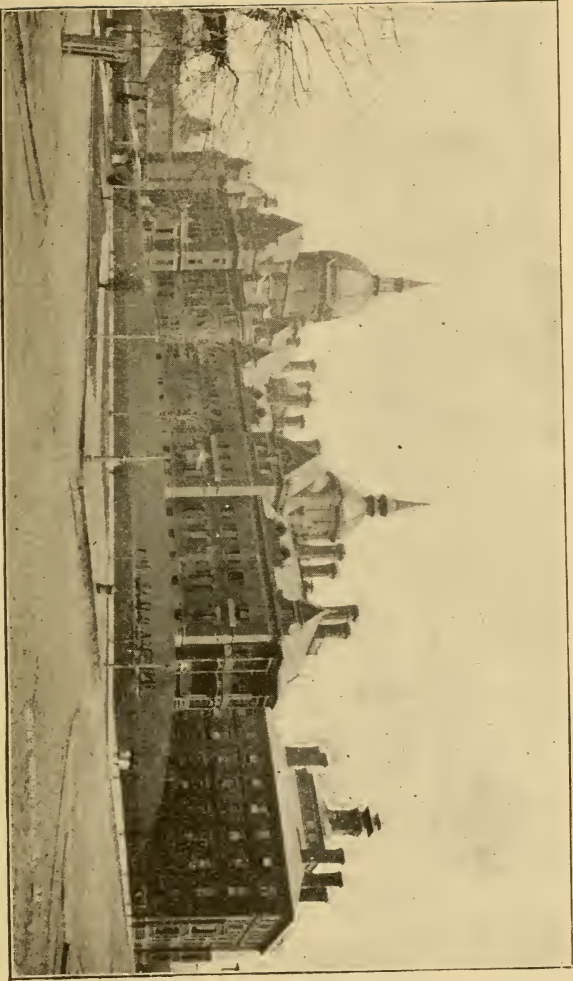
MCDONOGH FARM SCHOOL.

This school is a farm of 835 acres, located on the Western Maryland Railroad beyond the city limits. It owes its existence to the liberality of John Mc-Donogh, a wealthy merchant of Baltimore, who left a liberal endowment for its establishment and support. It accommodates about 100 boys, and is, in a great measure, self-sustaining.

HOSPITALS AND HOMES.

Generous provision is made for the care of the sick, needy and infirm of this city. A sum approximating \$400,000 is annually appropriated for this purpose.

THE JOHNS HOPKINS HOSPITAL.—While this is not the largest, it is perhaps the finest hospi-



JOHNS HOPKINS HOSPITAL.

tal, in construction and equipment, in the world. It is easily reached by the Centre street or Aisquith street cars. Wednesday is visitors' day and the hours from 3 to 5 P. M. Guides are provided and a thorough inspection of the institution may be made. The hospital and grounds cover four entire blocks, containing some fourteen acres, with a frontage of 709 feet. The hospital was founded by the late Johns Hopkins, who left half of his large fortune in the hands of trustees for this purpose. Ground was broken in 1877, and the hospital was formally opened in 1889. An amphitheatre, a dispensary and a pathological laboratory are located on the north-east portion of the ground, near the land owned by the Johns Hopkins University, upon which the buildings of the medical department are to be erected. The foundations of the principal buildings are of a solid concrete base. The floors of all wards and rooms for the sick are of Georgia pine, thoroughly seasoned and carefully selected. The hospital is heated by the "hot water system," which is quite unique. Special attention was also given to the matter of ventilation. The object aimed at in construction was to supply to each individual occupying the ward at least one cubic foot of fresh air per second and of such a temperature as to give rise to no feeling of discomfort.

CITY HOSPITAL.—This hospital, which is under the medical care of the College of Physicians and Surgeons, occupies a well-equipped building on Calvert and Saratoga streets. It contains about 300 beds, 75 of which are sustained by the city. It has a separate building for the use of colored patients.

The other hospitals are The Maryland University Hospital, on Lombard and Greene streets, which is under the care of the University of Maryland School of Medicine; The Maryland General Hospital, 809 Linden avenue, under care of the Baltimore Medical College; The Maryland Homœopathic Hospital, 320 N. Paca street; and St. Joseph's Hospital, corner Caroline and Hoffman streets.

HOMES.—A fine building, located on the corner of Broadway and Hampstead streets, is occupied by the Church Home and Infirmary, which provides a home for sick and otherwise distressed persons belonging to the Protestant Episcopal Church and others. A similar institution is the Home of the Aged of the Methodist Episcopal Church, at the corner of Fulton avenue and Franklin street. At the corner of Monument and Ann streets is the Hebrew Hospital and Asylum, which offers medical and surgical treatment to needy sick persons of all creeds and a permanent home for the infirm and destitute. The German Home for Aged Persons, corner Baltimore and Payson streets, offers a permanent home to aged men and women of Baltimore, without regard to nationality or religion. Upon payment of a small fee, varying according to age and residence, persons are received at the Aged Men's Home, corner of Lexington and Calhoun streets, and at the Aged Women's Home, adjoining.

ORPHAN ASYLUMS.

BALTIMORE ORPHAN ASYLUM.—This is one of the oldest charitable institutions in the city,

having been incorporated in 1778. It received its present name in 1846. Location, Stricker, near Lexington street. It is intended for the maintenance and education of orphan children of both sexes and all denominations. The children, to be admitted, must have lost one or both parents, and must be 5 years old. Males remain in the institution until they are 21 years, while females are let out at 18.

GERMAN ORPHAN ASYLUM.—This is located on Aisquith, near Orleans street. It is one of the most thorough and practical institutions in this country. It receives boys and girls regardless of nationality or denomination. It is in a sense a home. The children are sent to the public schools. At age of 14 boys are bound out to learn trades. Girls are taught sewing, cooking, housework and laundry work. At about 14 years of age homes or situations as domestics are found for them.

THE THOMAS WILSON SANITARIUM was founded by the philanthropist whose name it bears. It is located just outside the city on the Western Maryland Railroad, and is a summer retreat for the sick children of the poor. Colored as well as white children are provided for.

Other similar institutions are: St. Vincent's Infant Asylum, corner Townsend and Division streets, under charge of the Sisters of Charity; The Hebrew Orphan Asylum, on Calverton Heights; The Home of the Friendless, corner Druid Hill avenue and Townsend street; The Nursery and Child's Hospital, on Franklin and Schroeder streets; The Garrett Sanitarium for Children, at Mt. Airy, and The

Samuel Ready Asylum for Female Orphans, on North and Harford avenues.

INSANE ASYLUMS.

THE MARYLAND HOSPITAL FOR INSANE.—This institution, which is sustained by State, city and county appropriations, is located at Spring Grove, near Catonsville, a suburb of the city. The hospital buildings are surrounded by 135 acres of ground, and are among the most complete in the world. It is controlled by a board of managers appointed by the Governor. The present site was purchased and the buildings erected in 1852.

MOUNT HOPE RETREAT.—This also is situated quite a distance from the business part of the city. It is under the management of the Sisters of Charity and gets some support from the county and city of Baltimore.

THE SHEPPARD ASYLUM.—This is one of the most notable institutions in America. It was founded by the late Moses Sheppard, of Baltimore, whose bequest has reached \$700,000. It is doing a great and noble work.

RELIEF ASSOCIATIONS.

THE CHARITY ORGANIZATION SOCIETY is a general directory of the charities of the city, looking to the organization of charity and not for its distribution. Its central office is in the Wilson building, corner Charles and Saratoga streets. The city is divided into seven districts, each with its society headquarters and trained agents. The so-

ciety has been a powerful factor in social relief and reclamation since its organization in 1881. The introduction of the Provident Savings Bank, with a system of stamp deposits, is one of the works of the society.

THE BALTIMORE ASSOCIATION FOR THE IMPROVEMENT OF THE CONDITION OF THE POOR was organized in 1849 for the purpose of giving assistance to the worthy poor of the city. Such assistance is rendered only after a careful investigation in each case. It is supported mainly by the dues of its two thousand members. The receipts from the Walters Art Gallery also go into its treasury.

The Society of St. Vincent de Paul, the Hebrew Benevolent Society, the Thomas Wilson Fuel-Saving Society, and the Golden Book Fund of the Charity Organization Society are smaller, but are engaged in a similar work.

LIBRARIES.

ENOCH PRATT FREE LIBRARY.—This, one of the largest institutions of its kind in America, owes its existence to the generosity of Enoch Pratt, who was born in Massachusetts, but became a merchant in Baltimore in 1831. He gave upwards of a million dollars to be used for the purpose. The city created an annuity of \$50,000, in perpetuity, for the support of the library and its branches. The Central Building is on Mulberry street, near Cathedral. There are five branch libraries, located as follows: Corner Fremont and Pitcher streets, corner



Hollins and Calhoun streets, corner Light and Gittings streets, corner Canton and O'Donnell streets, and corner Broadway and Miller street. The main or central building holds about 200,000 volumes, while each branch library accommodates 20,000 volumes. The central library is open daily from 9 A. M. to 10 P. M., except Sunday; the branches from 2 P. M. to 9 P. M.

The New Mercantile Library, on Charles near Saratoga streets, is a private library and reading-room.

The library of the Baltimore Bar, which is supported by the lawyers of the city, is in the courthouse.

The Library of Medical and Surgical Works is the property of the Medical and Chirurgical Faculty of Maryland.

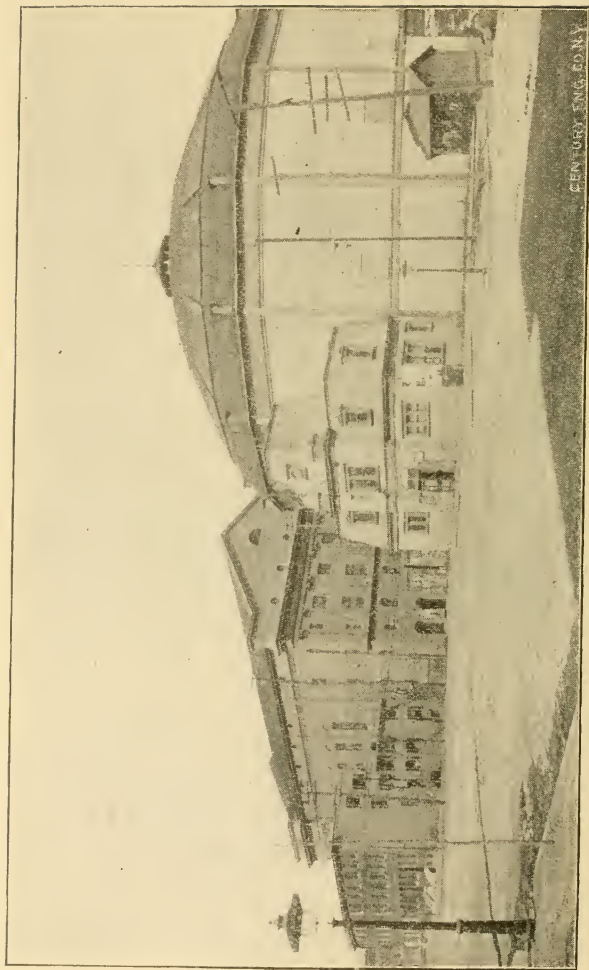
The Library of the Odd Fellows Association contains about 20,000 volumes.

The Methodist Historical Society owns a large and valuable collection of books, which are kept in the Woman's College.

ART AND SCIENCE.

PEABODY INSTITUTE.—This magnificent institution was endowed by George Peabody, who at the time was a resident of London. He was born at South Danvers, Mass., in 1795, of poor parents. He became a merchant in Baltimore in 1814, where he laid the foundation of a large fortune. Later he became a banker in London. During his residence in Baltimore he formed a strong friendship for the

people of the city, and this feeling prompted him to the establishment of the great institution which bears his name. He first placed \$300,000 at the disposal of twenty-five gentlemen of Baltimore, which sum was to secure a site and erect a building. Subsequently he increased this sum to a million and a quarter dollars. The institution was to include a school of lectures, an academy of music and a system of premiums to the high schools of the city. A site was selected on Mt. Vernon Place, near the Washington monument, and the corner-stone was laid in 1859. It was completed in 1861, but the library was not formally opened to the public until 1866, at which time Mr. Peabody, the founder, was present. From this time on the institute was in full operation. The library was open to the public from 9 to 4 daily, except Sunday. Courses of lectures were delivered during the fall and winter, public musical concerts were given, and money and gold medals were annually conferred upon the most distinguished graduates of the public schools. At this time the library contained more than 20,000 volumes. In 1890 this number had been increased, mainly through the efforts of Dr. N. H. Morison, the provost, to 100,000 volumes. Additions have been made to the building from time to time, until now it presents quite an imposing appearance. The library attracts students and scholars from everywhere on account of its large collection of rare books, covering almost every branch of knowledge. About 12,000 volumes are devoted to history, 11,000 to sciences, 5,000 to drama, essays and criticism, and perhaps 10,000 volumes to biography. The student



CENTURY ENG. CO. N.Y.

MUSIC HALL AND CYCLORAMA BUILDING.

of fine arts, archæology, music, Greek and Latin classics, voyages, travels, etc., will find here enough to meet all requirements. Everything is free; the rich and the poor are alike welcome.

PEABODY ART GALLERY.—This is situated above the library. It contains an extensive collection of antique cases, donated by the late John W. Garrett. Here are also reproductions of Renaissance and modern art, also from Mr. Garrett. The Rinehart corridor contains the original casts of portrait busts from the Roman studio of the distinguished American sculptor, which were brought from Rome in 1874 and later deposited in the Institute by his executors. Nearby is a case containing Rinehart's professional instruments. In the Clytie room may be seen a series of marbles and bronzes, the legacy of John W. McCoy. In the same room are Ezekiel's Head of Christ and a finely executed bust of Mr. McCoy. The picture gallery, containing some of the best specimens of American art, is almost entirely the gift of Mr. McCoy.

PEABODY CONSERVATORY OF MUSIC.—This occupies a large part of the west wing, above the lecture hall. It is presided over by a musical director, assisted by six professors. Only advanced pupils, who have passed most critical examinations, are admitted here.

WALTERS ART GALLERY.—This is contained in a plain, old-fashioned house situated opposite the Washington monument, at No. 5 Mount Vernon Place. It is undoubtedly the finest private art collection in this country. In the parlors are bronzes, cases of old silver and groups of Royal

Worcester, Dresden and Sevres. There is a small chamber fitted up in blue with furniture and hangings of the time of Marie Antoinette. Another is furnished in old Dutch style, while an upper room contains bronzes and water colors by Barye. In the dining-room rare French vases and bronzes are to be seen.

In the first gallery at the rear of the house are cases of porcelains, the walls are hung with beautiful tapestries, while vases fashioned more than 500 years ago greet the eye. Japanese and Chinese art are both largely represented here. In the Oriental department there are some 200 bronzes, 200 objects in gold, silver, iron and copper, 150 swords, 300 sword guards and 400 other sword appliances, 500 ivory carvings and 500 lacquers, illustrating the history of lacquer work for more than 700 years. Altogether this department contains upwards of 4,000 objects. Every object is the result of the ripe experience of the collector.

Oil Paintings.—In making his collections Mr. Walters determined to illustrate the art history of each century by examples of the work of men whose influence had been most strongly felt. And as a result there is no other collection of pictures in America that equals his in importance and interest. All the great masters are here represented. No school of art has been overlooked; they are all here, French, Spanish, Belgian, German, English, American—all. The gallery is open to the public at a nominal fee, the proceeds of which are devoted to the Baltimore Association for the Improvement of the Condition of the Poor.

MARYLAND HISTORICAL SOCIETY.—

This society occupies a substantial building, known as the Athenæum Building, located on Saratoga street, near Charles. It was organized in 1844 for the purpose of arranging and collecting material relating to the early history of the State of Maryland. The society has done a great work in the way of collecting manuscripts, documents, volumes and pamphlets of a historical value and interest and also works of art bearing on the same subject. The building is reached from a side entrance from Saratoga street, and is open from 10 A. M. to 4 P. M. The first floor contains a library, reading-room and a substantial vault for storing the manuscript records of the society. The second floor contains three connecting galleries, which are said to hold the finest collection of paintings and curios in this country. The central room, which is the largest, contains about 200 paintings, some of which are quite large. Among the paintings are three Murillos, two of Rubens, a Rembrandt, landscapes by Vanderelde, Moncheron, Snoyres, and others. There are several marine views and many portraits by well-known artists. Some fine examples of statuary are also found here. The reception room contains a large and interesting collection of armor, busts, models, curious stones, etc.

MARYLAND ACADEMY OF SCIENCES.—

This body was organized in 1863 and existed for many years as an independent organization, but a few years ago it turned over to the Johns Hopkins University its extensive collection of the fauna and flora of the State, Indian relics, etc. Recently Mr.

Enoch Pratt purchased and presented to the society the old Maryland Club building, corner Franklin and Cathedral streets. This liberal gift infused new life into the organization, which has been reorganized and is prospering.

MARYLAND INSTITUTE.—This organization occupies a large granite building on the corner of Baltimore and Harrison streets. It was organized in 1818 as a Mechanics Institute, but it has gradually grown, until now it has a library, night school and a school of design. The institution is largely sustained by its own membership, but it also receives an annual appropriation from the city. In return for the latter each councilman is entitled to appoint a holder of a free scholarship.

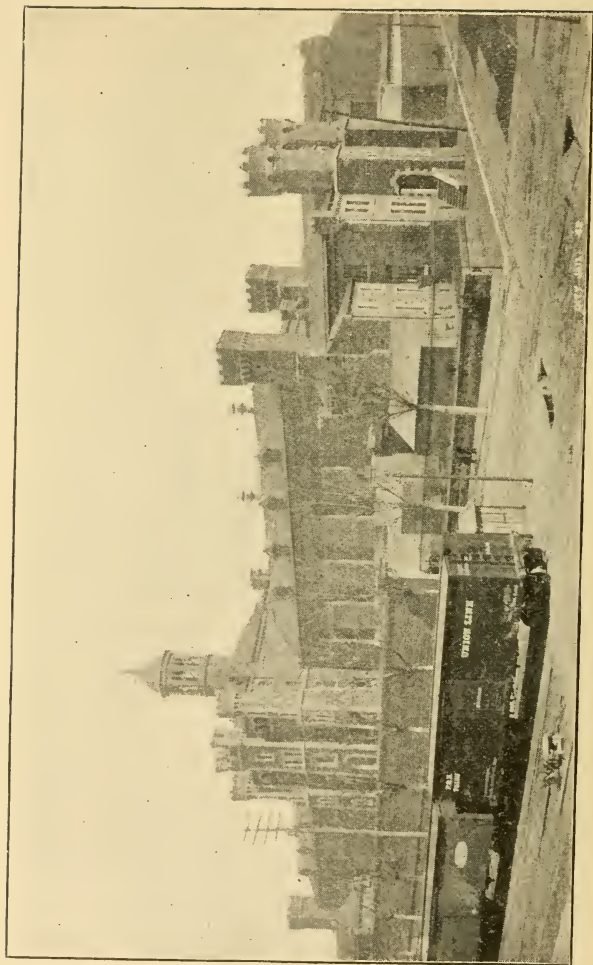
CHARCOAL CLUB.—This club was organized by local artists and outsiders interested in art. It is Bohemian in character. Its headquarters are over the Provident Savings Bank, corner of Howard and Franklin streets. It is a truly unique organization, and serves to bring together and harmonize several social elements that could hardly be brought together through any other agency. A day school is in active operation, while night classes meet three times a week. There is also a special or extra class on Saturdays.

DECORATIVE ART SOCIETY.—The rooms of this organization are at 315 North Charles street, where an interesting display of artistic handiwork can always be seen. Two classes are maintained, one in art needlework, another in drawing and painting. The price for tuition is low, and there are a number of free scholars in each class. A commis-

sion of 10 per cent. is charged for all sales of articles by the society.

COURTS OF BALTIMORE.

The courts of Baltimore are included in the eighth Judicial Circuit of the State of Maryland. The Supreme Bench is composed of a chief judge and five associates, elected for fifteen years. These judges preside over the following courts: Superior Court, Court of Common Pleas, Baltimore City Court, Circuit Court, Circuit Court No. 2, Criminal Court, and Orphans' Court. The terms of the equity courts are the second Monday in January, March, May, July, September and November. The Criminal Court is open all the year. The other courts meet in January, May and September. The courthouses are situated on the block bounded by Calvert, St. Paul and Lexington streets and Courthouse lane. Circuit Court No. 2 occupies a small building, erected for its special accommodation, on the south side of the lane. The original courthouse stands on the southwest corner of Lexington and Calvert streets, opposite the Postoffice. It was erected in 1809, but has been remodeled and subjected to many changes. On the ground floor are the offices of the Sheriff and the Clerk of the Court of Common Pleas. Above this floor are the Superior Court, the Court of Common Pleas and the library of the Bar Association. On the corner of St. Paul and Lexington streets, only a few paces away, is the Record Office, which contains also the Orphans' Court and the office of the Clerk of the Superior Court. The third



JAIL AND PENITENTIARY.

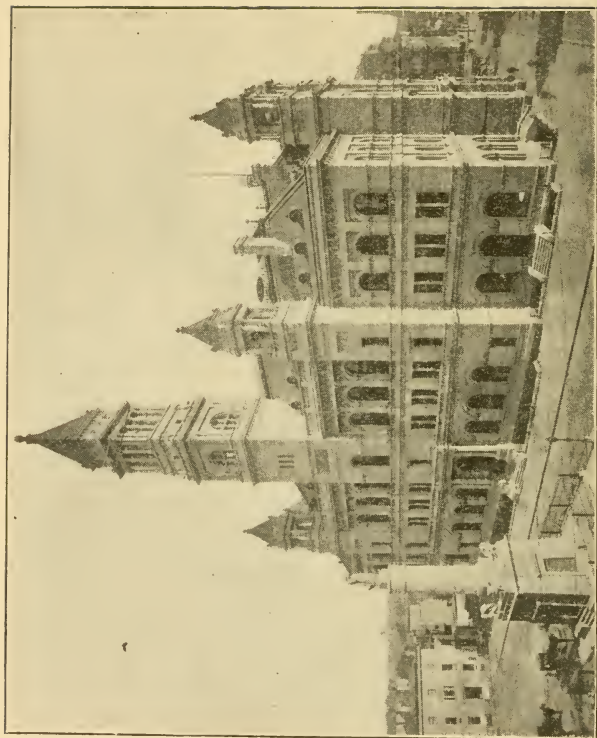
building, which was originally a Masonic hall, is on the St. Paul street side. It is occupied by the Circuit Court, Baltimore City Court and the Clerk of the City Court.

PENAL INSTITUTIONS.

BALTIMORE JAIL.—This, the principal penal institution of the city, occupies six and a half acres of ground on Madison street and Jones Falls. It is built entirely of brick, stone and iron, and is surrounded by a stone wall eleven feet high. There are five tiers, containing about 300 cells, each 8x11 feet in size. Each cell is furnished with an iron cot, a table, chair, etc.

MARYLAND PENITENTIARY.—This institution was first opened in 1811. It occupies a series of massive buildings on Madison street adjacent to the jail. It is designed for reformatory purposes and its inmates are kept employed at manual labor. Prior to 1850 the prison management conducted its affairs on their own account, but at about that time they saw that the institution could no longer continue successfully in independent manufacture; therefore they disposed of the labor of its inmates by contract to outside manufacturers. Within a few years the institution became self-sustaining, and has so continued up to the present time.

HOUSE OF CORRECTION.—This is a State institution located near Jessups' Cut on the B. & O. R. R., sixteen miles from the city. It receives tramps, vagrants and petty offenders from the lower courts of Baltimore and elsewhere. The inmates



POST OFFICE.

are employed mainly on a large farm surrounding the prison. It is open for inspection at all times.

CITY ALMSHOUSE, or BAY VIEW ASYLUM.—This occupies a series of buildings located on an extensive farm on the Eastern avenue road. Seven trustees, appointed by the Mayor, for two years, administer the affairs of the institution. Any sick or indigent person who has been a resident of Baltimore for six months can secure admission to the Asylum. Vagrants and tramps are committed here by the Criminal Court and by justices of the peace. The city appropriates annually about \$100,000 towards its support. The City Insane Asylum forms a part of Bay View Asylum. The city also sends insane patients to the Maryland Hospital for the Insane and to Mount Hope Retreat.

Minors in general are committed to the Home of the Friendless or to the Henry Watson Children's Aid Society. Male minors and incorrigibles are sent to the House of Refuge and to St. Mary's Industrial School; females to the House of the Good Shepherd and to the Female House of Refuge. Colored children are sent to the House of Reformation for Colored Boys, at Cheltenham, and to the Industrial Home for Colored Girls, at Melvale, respectively.

POSTOFFICE.

The Baltimore Postoffice is one of the finest Federal buildings in the United States. It occupies the greater part of the block bounded by Lexington, Fayette, Calvert and North streets. It cost \$2,000,000. Its construction was begun in 1881, the cor-

ner-stone was laid in 1882, and the structure was formally dedicated in 1890. It stands on the site of what was once a sandhill, through which Fayette street was originally located. The shape of the building is a hollow parallelogram. It is built of Maine granite on massive foundations, and is four stories high. The basement is used for storage purposes. On the first or street floor are the general distributing quarters, lock boxes, registered letter, money order and stamp department, the offices of the superintendent of carriers, assistant postmaster, superintendent of city division, assistant custodian, superintendent of mails, pouching room and inquiry department. On the second floor are the apartments of the postmaster, cashier, lighthouse engineer, inspector, collector, deputy collector, cashier and bonded clerk of the Internal Revenue Department, U. S. gauger and local inspector of steam vessels. The third floor contains the quarters of the local Federal courts and of their offices.

The general delivery of the postoffice is open day and night during the week and from 8.30 to 10 A. M. on Sunday. The stamp windows are open from 7 A. M. to 10 P. M. Money order and registry department, from 9 A. M. to 5 P. M. The mailing department is open at all hours. Branch postoffices or sub-stations are located in various parts of the city wherever convenience may suggest.

CUSTOM HOUSE.

This building, quaint in appearance but of considerable architectural interest, is situated on the north-

east corner of Gay and Lombard streets. No regular custom house was established in Baltimore until 1786. Duties prior to that time were collected at Joppa and Annapolis.

The present custom house is inadequate to meet the demands of the constantly increasing business of Baltimore, and sooner or later it will be superseded by a more commodious structure.

The various offices of the department are located on the first floor, while above are the quarters of the Navy Paymaster, Emigration Department, Special Examiner of Pensions, Sub-Treasury and other Federal officers.

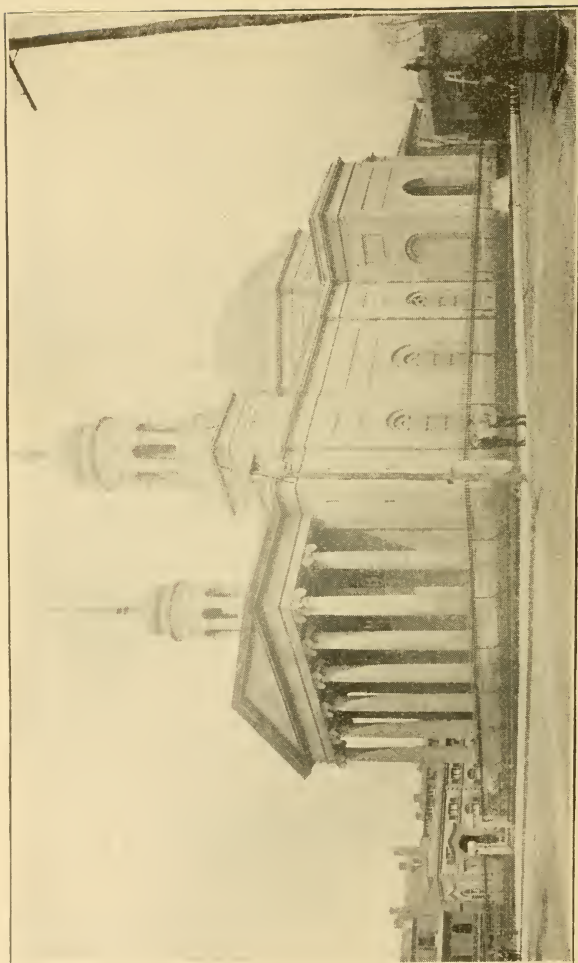
UNITED STATES COURTS.

The United States courts are held on the third floor of the postoffice building. The State of Maryland is a part of the Fourth Judicial Circuit, which also embraces Virginia, West Virginia, North Carolina and South Carolina. The U. S. Circuit Court meets first Monday in April and November; the U. S. District Court, the first Tuesday in March, June, September and December.

The Federal courts formerly occupied a building adjacent to the postoffice building, at the corner of North and Fayette streets.

WEATHER BUREAU.

This important branch of the national service occupies quarters in the physical laboratory of the Johns Hopkins University, on Monument street and Linden avenue. It was organized in 1891 under the



CATHEDRAL.

joint auspices of the Johns Hopkins University, the Maryland Agricultural College and the United States Weather Bureau. The roof of the building is used for the exposure of instruments. Sub-stations are located in all parts of Maryland and also in Delaware; these send reports regularly to the Baltimore Bureau.

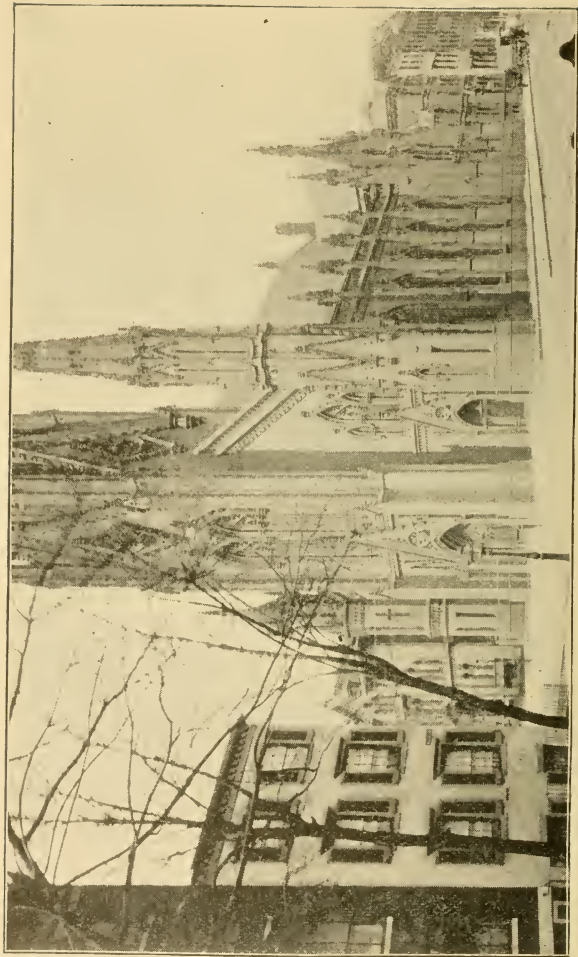
CHURCHES.

Baltimore contains upwards of 375 churches, representing every variety of denominations. The Methodist Episcopal Church leads, with more than 70 places of worship. This does not include other divisions of Methodism, which number 45. There are 45 Roman Catholic churches, 38 Protestant Episcopal, 30 Evangelical Lutheran, 29 Baptist, 29 Presbyterian, 16 Hebrew, 10 Reformed, 3 United Brethren, 6 Evangelical, 3 each of Christian and Congregational, 4 Quaker, 2 Swedenborgian, 1 Unitarian and 1 Universalist church. There are also two independent churches, and one or more gospel tents and Salvation Army barracks.

The space at our disposal permits only a brief reference to a few of the leading churches in the city.

METHODIST EPISCOPAL.—The first church of this denomination in the United States was organized in Baltimore, and its churches to-day are among the largest, handsomest and most influential in the city.

The First Methodist Episcopal Church is a magnificent structure on the corner of St. Paul and Third streets. Its first meeting-house was erected in 1774; its present home (which is its fifth) was



FIRST PRESBYTERIAN CHURCH.

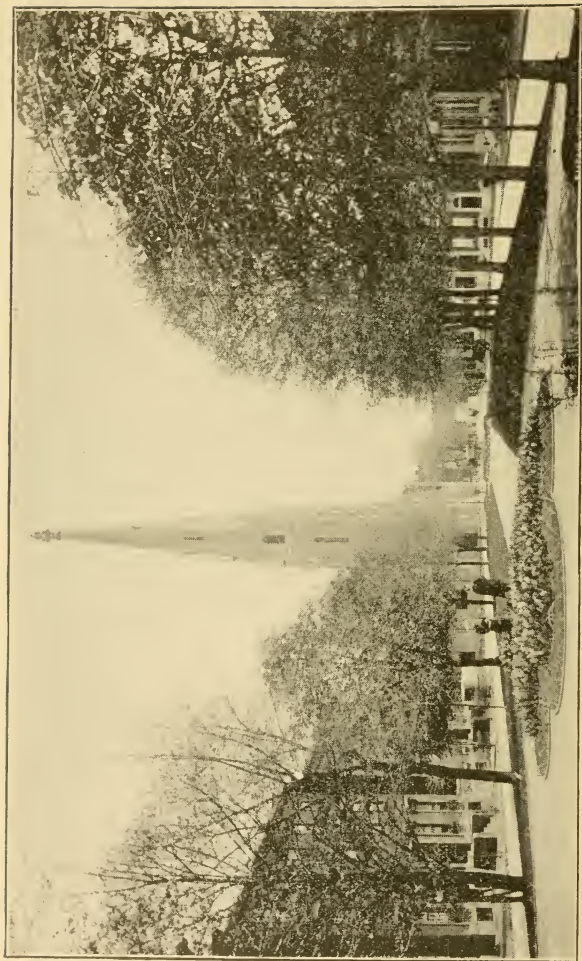
built in 1887. Its auditorium is the largest of any church in the city. It also contains school and class-rooms, reception and reading-rooms, offices, parlor and kitchen. Adjacent to the church and extending along St. Paul street for two blocks are the buildings and grounds of the Woman's College.

Mt. Vernon Place Church is a beautiful structure, located in the center of the most aristocratic section of the city, at the corner of Charles and Monument streets. It has a membership of about 500. The church was organized 50 years ago; the corner-stone of the present building was laid in 1870.

Other large Methodist Episcopal churches are: The Madison Avenue, corner Madison avenue and Townsend street; Grace Church, corner Carrollton avenue and Lanvale street; The Broadway, on Broadway, near Bank; Harlem Square, Eutaw Street, and Jackson Square, located respectively on streets of same name.

PRESBYTERIAN.—The First Presbyterian Church is situated on the northwest corner of Park avenue and Madison street. It was organized in 1792, and is at present the finest church building of the Presbyterian Church in the city. It is a beautiful specimen of Gothic architecture, with a graceful spire 268 feet high.

Other large and attractive churches of this denomination are: The Brown Memorial Church, corner Park avenue and Townsend street, and The Westminster Church, at Greene and Fayette streets. In the churchyard of the latter lie the remains of Edgar Allan Poe.



EUTAW PLACE BAPTIST CHURCH.

ASSOCIATED REFORMED CHURCH.—

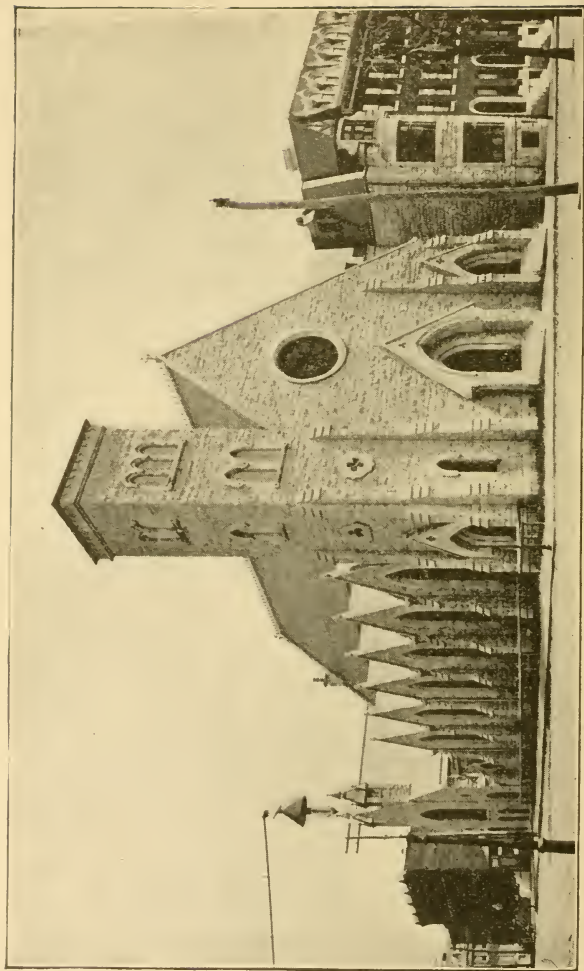
This occupies one of the handsomest church structures in the city, on the corner of Preston street and Maryland avenue. It has a seating capacity of about 1500, also a lecture room, guild rooms, classrooms, etc.

ROMAN CATHOLIC—THE CATHEDRAL.

—The first Catholic bishop created in the United States was consecrated in Baltimore, and the cardinal resides here. The Cathedral, a large and striking structure, is located on the corner of Cathedral and Mulberry streets. Its corner-stone was laid in 1806 and the building was completed in 1821. It is simple in design but imposing in appearance. Its dome is one of the largest in America, being over 225 feet in circumference at its base, and rising to a height of about 150 feet. Two fine paintings are to be seen here, to wit, "The Descent from the Cross," presented by Louis XVI., and "St. Louis burying his Officers and Soldiers Slain before Tunis," the gift of Charles X. of France.

Other notable Catholic churches in the city are: St. Vincent de Paul's, on Front street; St. Alphonsus, Saratoga street and Park avenue; St. Ignatius, corner Calvert and Read streets; St. Michael's, corner Wolfe and Lombard streets; St. Martin's, corner Fulton avenue and Fayette street; and St. James, corner Eager and Aisquith streets.

BAPTIST.—One of the largest and most influential congregations of this denomination occupies the Eutaw Place Baptist Church, corner of Dolphin street and Eutaw Place. It was erected in 1871, has



EMANUEL PROTESTANT EPISCOPAL CHURCH.

a frontage of 175 feet and a tower nearly 200 feet high.

The First Baptist Church, organized more than a century ago, is now located on Townsend street, near Fremont. The other prominent churches of this denomination are The Franklin Square, on Calhoun street, near Lexington; The High Street Church, on High street, near Lombard; and the Brantly Church, corner Schroeder street and Edmondson avenue.

PROTESTANT EPISCOPAL.—St. Paul's, the oldest church of this denomination, is on north Charles street, near Saratoga. It was first established about the close of the seventeenth century. The present building was erected in 1858.

Other churches of this denomination are: Grace Church, corner Monument street and Park avenue; Christ Church, one of the wealthiest churches in the city, on corner of Chase and St. Paul streets; Emanuel Church, corner Read and Cathedral streets; St. Peter's, corner Druid Hill avenue and Lanvale street; St. Luke's, on Carey street, near Lexington; and Mt. Calvary, corner Eutaw street and Madison avenue.

LUTHERAN.—One of the historic churches of Baltimore is the Zion Lutheran Church, a fine structure on N. Gay street. The First English Lutheran Church, corner Lanvale and Fremont streets, was organized in 1823. St. Paul's, corner Saratoga and Fremont street, and St. Mark's, on Eutaw street, near Mulberry, are prominent churches of this denomination.

UNITARIAN.—One of the old landmarks of Baltimore is the First Independent Christ's Church, corner Franklin and Charles streets. It is a fine example of Roman architecture, with an interior in keeping with the quaintness of its exterior.

JEWISH.—The largest Jewish synagogue is at the corner of Madison avenue and Robert street. It has a majestic dome and immense granite towers. Its holy shrine is modeled after one built in Toledo, Spain, 700 years ago. In the basement are reception rooms, school-rooms, trustees' rooms and toilet rooms. There are two or three other large synagogues in the city.

The Society of Friends has two large churches in the city, one located on corner Eutaw and Monument streets, the other on Park avenue and Laurens street.

The Universalist Church is on the corner of Lanvale street and Guilford avenue.

The First Congregational Church is on Eutaw street, near Dolphin.

RELIGIOUS ORGANIZATIONS.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—The first building for association purposes in this country was erected in Baltimore in 1859. The Baltimore association was organized some time earlier. It is now one of the largest and most substantial associations in the United States. Its membership is about 3,500, and it has accumulated property in Baltimore valued at more than \$300,000.

The present home of the organization is a magnificent five-story building on the corner of Charles

and Saratoga streets. While it is not a modern building in every respect, it is well suited to the purpose for which it was constructed. Its offices and reception parlors are on the first floor, also the administration offices, reception parlors, etc. Above this is the educational department, with class-rooms for instruction in German, bookkeeping, stenography, drawing, typewriting, writing, etc. The gymnasium is on the top floor. In addition to the foregoing institution, there are six sub-associations devoted to the same work as that of the parent institution. They are the German Branch, on East Baltimore street, near Aisquith; the B. & O. R. R. Branch, at Riverside; the Johns Hopkins Y. M. C. A.; the Penna. Railroad Branch; the West Branch, and the East Branch.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION.—This organization occupies a plain building on the corner of Barnet and Liberty streets. The association began its work in 1883. A home is provided in the building for working-women and also for those seeking employment. Typewriting, stenography, bookkeeping, etc., are taught and an employment agency is maintained.

WOMEN'S CHRISTIAN TEMPERANCE UNION.—The State headquarters of this body are at No. 8 S. Gay street, in the Oliver Mansion, known as Memorial Hall. It contains offices, reception room, a free kindergarten and an apartment for gospel meetings.

YOUNG MEN'S HEBREW ASSOCIATION.—The home of this organization is on Eutaw street, near Fayette. The reading, conversation and chess

rooms are on the first floor. On the second floor there is a large lecture and concert hall, while a well-equipped gymnasium occupies the third or top floor. The association is large and accomplishes much good work in the community.

CEMETERIES.

GREENMOUNT is Baltimore's largest and most interesting cemetery. It contains the remains of many persons who have been prominent in the city during the last half century. Among these are the parents and many of the relations of the late Edwin Booth. The monument of McDonogh, the philanthropist, may be seen here. A flat granite slab, bearing a simple inscription, marks the last resting-place of the late Johns Hopkins. About 35,000 bodies are buried in this cemetery.

LOUDON PARK, a cemetery noted for its beautiful trees and gardening, is situated on the Frederick turnpike. Many Union and Confederate graves are to be seen here.

LORRAINE CEMETERY, on Franklin road; FELL'S POINT HEBREW CEMETERY, on the Philadelphia road; MOUNT CARMEL, on the O'Donnell road; BALTIMORE CEMETERY, on the Belair road; MOUNT OLIVET CEMETERY, on the Frederick road, and BONNIE BRAE CEMETERY, on the Old Frederick road, are large places of burial.

RAILROADS.

In addition to her magnificent harbor, in which ships from all parts of the world may be seen, Balti-

more enjoys the benefits of five broad-gauge railroads and one narrow-gauge railroad.

BALTIMORE AND OHIO RAILROAD.—This road extends to Philadelphia on the east, whence by advantageous arrangements its trains run through to New York city without change. It also penetrates the vast regions of the West, Southwest and Northwest, through the States of Maryland, Pennsylvania, Virginia, West Virginia, Ohio, Indiana and Illinois to the Mississippi river, with excellent connections beyond. The tide-water terminals of the road are at Locust Point, and cover a frontage of about one thousand feet. There freight can be transferred to or from ocean steamers and other craft with the utmost economy and facility. Three grain elevators, with a combined capacity of nearly 4,000,000 bushels, are located there. This road has recently completed an immense tunnel beneath Howard street to facilitate the passage of its trains through the city.

NORTHERN CENTRAL RAILROAD.—The road connects Baltimore with the great Pennsylvania system, thus securing a direct outlet to the North. Trains run through to New York city via Philadelphia without change; also to Washington city. It penetrates the rich agricultural sections of Pennsylvania and southwestern New York up to the Great Lakes, and in doing so it also taps the great iron and coal fields of the country through which it passes. Its marine terminals are on the Canton side of the river, where it has great piers, two elevators, with a combined capacity of 2,500,000 bushels, and extensive facilities for handling ocean freight. The

BALTIMORE AND POTOMAC, extending to Washington, and the PHILADELPHIA, WILMINGTON AND BALTIMORE to Philadelphia and the East, are the associated branches of the Pennsylvania system.

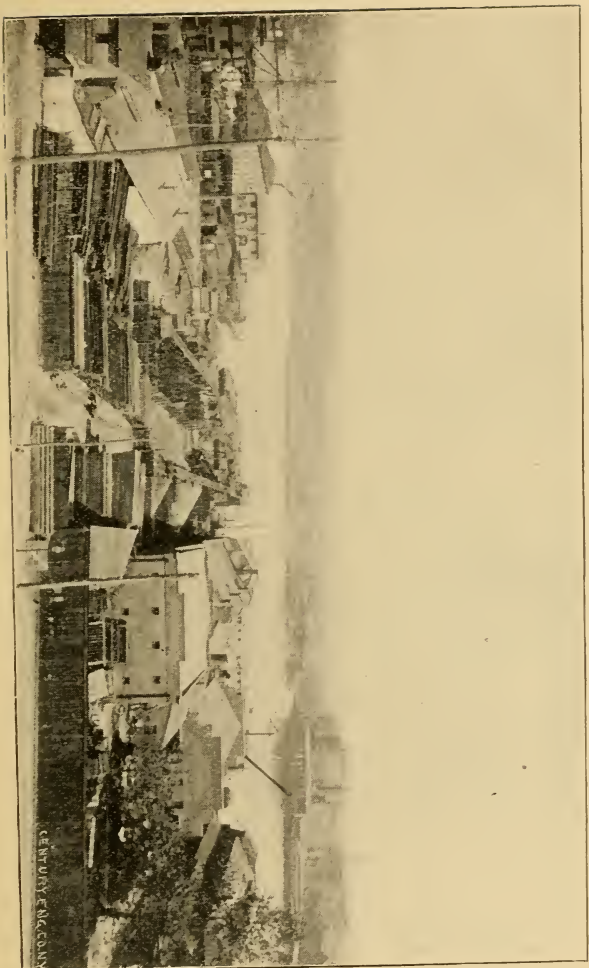
THE WESTERN MARYLAND is a local road, extending in one direction through the beautiful valley of the Shenandoah into the wood, cattle and mineral regions of the South; in another, through Gettysburg into the rich Cumberland valley section of Pennsylvania.

THE BALTIMORE AND LEHIGH is a narrow-gauge road intended for local business between Baltimore and Harford counties and a small section of southern Pennsylvania.

WATER TRANSPORTATION.

As before stated, Baltimore has one of the finest harbors in the world, with a natural water-front of twelve miles. It affords a perfect shelter to craft of all kinds, there being no unusual ebb and flow of tide. The channel of the Patapsco river was originally shallow and narrow, but through the combined efforts of municipal and Federal authorities it has been cleared to a width of 200 yards and to a depth of 27 feet in the lower harbor, 24 feet in the middle and from 17 to 19 feet in the upper part or basin. Port charges and other expenses incident to shipping are notoriously less here than in any other city on the Atlantic seaboard.

Passenger steamships run regularly between Baltimore and many foreign ports.



BALTIMORE HARBOR.

The NORTH GERMAN LLOYD has a fine line of steamers sailing weekly for Bremen and Southampton and making the trip in about 12 days. It enjoys a large passenger travel.

The ALLAN LINE sails fortnightly from this port for Liverpool, touching at Halifax. More frequent sailings are made in the summer months.

The JOHNSON LINE handles an extensive cattle trade between Baltimore and Liverpool and London.

The LORD LINE runs a bi-monthly service to Belfast and Dublin, while the DONALDSON LINE reaches Scotland, Ireland and northern ports of England via Glasgow.

The ATLANTIC TRANSPORT LINE runs its steamers between this port and London and Swansea.

Both the NEPTUNE LINE and the ROYAL NEDERLANDS LINE ply between Baltimore and Rotterdam.

The BRISTOL CHANNEL LINE and the EMPIRE LINE sail monthly; the former to Bristol, the latter to Leith, Scotland.

The BLUE CROSS LINE plies weekly between this port and Havre, while the PURITAN LINE sends steamers every ten days to Antwerp.

The PINKNEY-FURNESS LINE transports freight to various European ports; the HOOPER LINE to Liverpool, and the HAMBURG-AMERICAN PACKET to Hamburg.

The EARN LINE runs a series of vessels to Santiago de Cuba and occasionally as far south as Rio

de Janeiro, while the HAMMONIA LINE carries mail and freight to various Brazilian ports.

The MERCHANTS AND MINERS' TRANSPORTATION CO. runs its steamers to Boston, Savannah and Providence, R. I. The BAY LINE runs a series of elegant steamers nightly from Baltimore to Norfolk and Old Point Comfort, and the ERICSSON LINE daily boats to Philadelphia.

A large fleet of vessels is engaged in trade with the Eastern Shore of Maryland. There are in all some fifty or sixty bay steamers. These range in size from 250 to 800 tons. They run daily during the summer months, but only three or four trips a week during the winter. In addition to these, there are innumerable smaller craft running into the harbor of Baltimore every day.

CLUBS AND SOCIETIES.

Baltimoreans are justly proud of their social clubs, which are known far and near as the embodiment of culture, hospitality and good fellowship. These clubs possess more than the ordinary elements of club life; a spirit of warmth and cordiality runs all through them.

MARYLAND CLUB.—This is one of the oldest clubs in the city and the leading organization of its kind here. It occupies a splendid marble building on the corner of Charles and Eager streets. It is handsomely and completely fitted up with every modern convenience that might contribute in any manner to the comfort of its members. The Maryland Club is the oldest social club in Baltimore, and,

with one exception, the Union Club in New York city, the oldest in the United States. It was organized in 1857. Jerome Napoleon Bonaparte was its first president. Its building is a magnificent structure, built of Beaver Dam white marble, obtained in Baltimore county. The main parlor, a large billiard room, the café and the steward's office are on the first floor. On the second floor are the library, card-rooms, three private dining-rooms, the main dining-room, pantry and toilet rooms. On the third floor are a number of handsomely-furnished chambers for the use of the members who desire to make their home there. The barber shop is in the basement.

ATHENÆUM CLUB.—This organization occupies a commodious building on the corner of Charles and Franklin streets. This building is particularly interesting on account of a portico which adorns its Franklin street side. This portico is of Italian marble and is supported by four large columns, one of which is a solid arm of marble. The internal arrangements of the building are superb and in good taste. Several excellent paintings adorn the walls. Many men prominent in commercial and professional life are members of this club.

BALTIMORE CLUB.—This club, fashioned originally somewhat upon the plans of "college clubs," is one of the most popular club organizations in Baltimore. It occupies its own building, a handsome brown-stone structure situated at No. 916 N. Charles street. On the first floor is a reading-room, a billiard room and a café. The dining-

rooms are on the second floor; the sleeping rooms are on the third floor, while the barber shop and lavatory are in the basement. The club's membership is limited.

GERMANIA CLUB.—This club, which was organized more than a half century ago, occupies a comfortable building on the north side of Fayette street, between Eutaw and Paca streets. It has cozy parlors, a library, dining-rooms, billiard hall, ladies' parlor, banquet hall, card-rooms and a bowling alley. Its membership is composed mostly of German-American merchants, physicians and lawyers. Anglo-Americans speaking the German language are eligible to active membership. Lectures, entertainments and concerts of a high order are given by the club from time to time.

UNIVERSITY CLUB.—The home of this club is located on the corner of Charles and Madison streets. While its membership is not limited to graduates of colleges and universities, it is collegiate in character. Its members are in sympathy with university views and university methods. In addition to its regular social features, special nights are devoted to the discussion of topics of general interest, literary, scientific or social. The reading-room of the club is one of its chief attractions.

PHŒNIX CLUB.—This club occupies an elegant building on Eutaw Place, near Mosher street. On the first floor is a large parlor, a reading-room, a reception room, a private dining-room, smoking and cloak rooms and a café. The second floor is entirely occupied by a banquet hall and a ball-room. The card-room, kitchens, pantry and steward's quar-

ters are on the third floor. The billiard room, gymnasium, bar, barber shop, etc., are in the basement.

MERCANTILE CLUB.—This club, which is an outgrowth of the old Concordia Society, has its home on the corner of Paca and Fayette streets. It is beautifully fitted up and its arrangement is excellent. The parlor, reading-room and ladies' café are located on the first floor, while the caterer's quarters, private dining-rooms, billiard and pool-rooms are on the top floor.

CATHOLIC CLUB.—This organization occupies one of the most attractive club-houses in the city, situated on north Charles street, opposite the Cardinal's residence. It was organized in 1889. Its social entertainments are among its most popular features. Literary and musical entertainments are given to its members and friends during the winter months. The growth of the club has been rapid. In addition to other club features it has a splendid gymnasium and bowling alleys.

CALUMET CLUB.—This club, while possessing usual club features, is political in character, and is the representative Democratic organization of Baltimore. Its home is a handsome four-story brick building at 1110 E. Baltimore street.

CONCORD CLUB.—This is also a Democratic organization, with social features. Its home is at No. 6 N. Carey street. The house is richly furnished. Among its members are some of the best business men of the city, also a number of city and State officials.

YOUNG MEN'S REPUBLICAN CLUB.—This club occupies a neat and substantial home on W.

Saratoga street, near Charles. It was organized in 1882 and is at present the strongest Republican organization south of Philadelphia. It is at all times active and progressive, and possesses attractive social features.

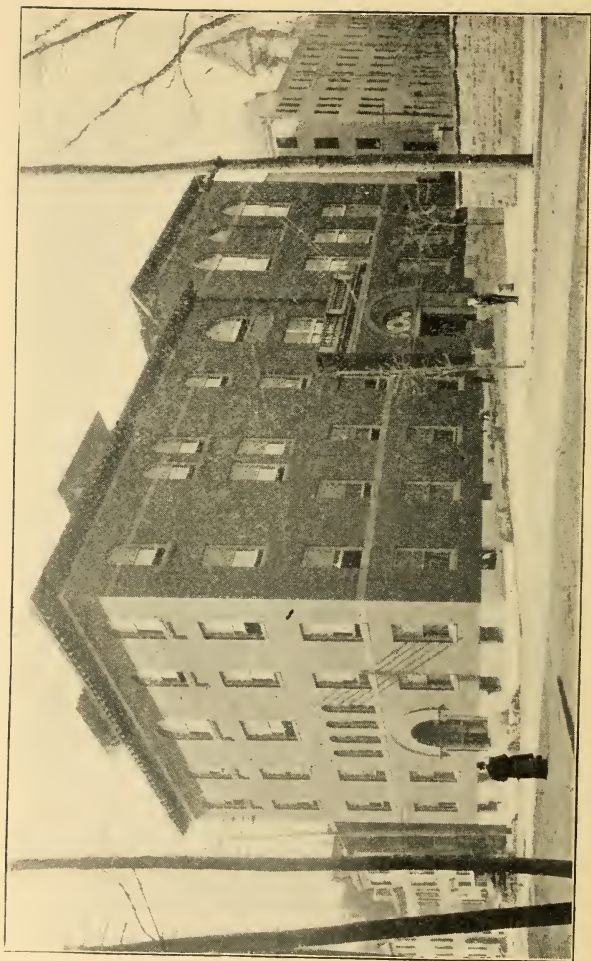
BICYCLE CLUBS.—The following are among the leading bicycle clubs in Baltimore. The visiting cyclist is sure of a cordial greeting at any of their houses: Maryland Bicycle Club, Mt. Royal avenue and Reservoir street; Baltimore Cycle Club, 1521 Eutaw Place; Centaur Cycle Club, 2117 E. Pratt street; Chesapeake Cycle Club, 838 N. Fulton avenue; Riverside Bicycle Club, Battery avenue and Hughes street; Y. M. C. A. Bicycle Club, Druid Hill avenue; Clifton Wheelmen, Broadway and Federal street; Iroquois Club, Division street and Lafayette avenue. All these affiliate with the League of American Wheelmen.

COLLEGE FRATERNITIES.—These are found mainly at the Johns Hopkins University. Chapters of several Greek societies have also been established at the Woman's College.

MISCELLANEOUS.—The Journalists' Club is at 215 E. Fayette street. The Travelers' Club has its home at 203 N. Liberty street. A favorite lunching place for down-town business and professional men is the Merchants' Club, 205 E. German street. The Germania Mænnerchor is located at 410 W. Lombard street.

SECRET SOCIETIES.

ODD FELLOWS.—American Odd Fellowship was founded in Baltimore in 1819. It had only a



ODD FELLOWS HALL.

small beginning, starting with only five members. To-day it has a membership of nearly one million. The headquarters of the order are in a magnificent four-story building located on the northwest corner of Cathedral and Saratoga streets. The library here contains 25,000 volumes. The offices of the Grand Secretary, the Grand Master, a large parlor and reception room are on the first floor of the building. The armory, or banquet-room, and three large lodge-rooms are on the second floor. The third floor contains an encampment-room and a work-room and two lodge-rooms. On the fourth floor is the Grand Lodge room, containing the original Grand Master's and Grand Secretary's desks, once used by the founders of the order. There are also three fine lodge-rooms on this floor.

MASONIC ORDER.—The first Masonic Temple in Baltimore was erected in 1814. The same building, still standing on St. Paul street, is now used by the City Court. The present Masonic Temple is on N. Charles street, between Lexington and Saratoga.

The Knights of Pythias have their headquarters in Pythian Hall, 129 N. Gay street; the Improved Order of Red Men, on Paca street, near Fayette. There are also local lodges of Royal Arcanum, Independent Order of B'nai B'rith, etc.

MONUMENTS.

Baltimore has long been referred to as the "Monumental City" and the "City of Monuments." It gained this distinction mainly from having been the first to erect a substantial monument to the memory of George Washington.

WASHINGTON MONUMENT.—This is a graceful Doric column situated at the intersection of Mount Vernon Place and N. Charles street. Its base is 50 feet square and 24 feet high. The column itself is 164 feet high. The shaft is surmounted by a striking figure of Washington sixteen feet high and weighing sixteen and a half tons. Site, material and statue were given by citizens of Baltimore; the balance of the funds was secured by means of a lottery, authorized by the State Legislature. The corner-stone was laid in 1815 and the monument was completed in 1829. A magnificent view of the city may be obtained by ascending to the top of the monument by way of a spiral stairway leading up through its interior. A small admission is charged.

COLUMBUS MONUMENT, No. 1.—This, the oldest monument of any note in Baltimore, was erected to Christopher Columbus in 1792. It stands on the grounds of the Samuel Ready Orphan Asylum, between North avenue and the Harford road. It was erected by Chevalier d'Anmour, the first French consul in Maryland. For half a century this was the only monument in the United States to Columbus. It is an obelisk, about 45 feet high, and constructed of stuccoed brick. It bears the inscription: "Sacred to the memory of Chris. Columbus, Octob. XII, MDCCXCII."

COLUMBUS MONUMENT, No. 2.—This monument, presented by the Italian residents of the city, was unveiled in Druid Hill Park in 1892. With its pedestal it is 18 feet high. The statue proper is six and a half feet high. On the pedestal is seen

this inscription: "To Cristoforo Colombo. The Italians of Baltimore, 1892."

BATTLE MONUMENT.—This stands in Monument Square, opposite the Postoffice, and near the Courthouse. It was built by private subscriptions (aided materially by city appropriations), in memory of Baltimoreans who fell fighting at the battle of North Point. The corner-stone was laid in 1815 and the monument completed in 1825. On one side is a bas-relief representing the battle of North Point and death of General Ross, while the bombardment of Fort McHenry is shown on the other. There is also an entablature bearing the names of those who fell in battle. The top of the monument rises 52 feet above the platform on which the structure rests.

NORTH POINT MONUMENT.—This is a small shaft which marks the battlefield of North Point, seven miles from the city.

ARMISTEAD MONUMENT.—This is a marble block standing in Federal Hill Park. It was erected to the memory of Lieut.-Col. George Armistead, U. S. A., who was in command of the American forces at Fort McHenry during the British bombardment in 1814.

WELLS-McCOMAS MONUMENT.—This is a plain marble shaft rising to a height of 33 feet, erected in 1873 to the memory of two young riflemen, Daniel Wells and Henry G. McComas, who distinguished themselves at the battle of North Point.

POE MONUMENT.—This is a plain but massive tomb of white marble, erected by the Public School Teachers' Association of Baltimore, aided by

Dr. Baird of this city, and the late Geo. W. Childs, of Philadelphia, to the memory of Edgar Allan Poe. It is in the churchyard of the Westminster Presbyterian Church, corner of Greene and Fayette streets, where rest the remains of the famous poet.

WILDEY MONUMENT.—This monument, situated on Broadway, near Fairmount avenue, was erected in 1865 to the memory of Thomas Wildey, the founder of American Odd Fellowship. The site was given by the city and the funds were contributed by lodges in all sections of the country. The monument is 52 feet high.

RIDGELY MONUMENT.—This stands in Harlem Park, and was erected to the memory of James L. Ridgely, a prominent member of the Order of Odd Fellows.

MISCELLANEOUS.—Other monuments and their locations must be briefly described. They are: The Wallace Statue, in Druid Hill Park, presented to the city by Mr. Wm. Wallace Spence; the Washington Statue, near the main entrance to Druid Hill Park, presented to the city by the heirs of the late Mr. Noah Walker; a fine bronze figure of Chief Justice Taney, in Washington Place, presented to the city by Mr. Wm. T. Walters; a marble statue of John McDonogh, in Greenmount Cemetery. In this same cemetery are memorials erected by the citizens of Baltimore to Wm. Boyd Smith, who lost his life while nursing the sick during the yellow fever epidemic in 1855; to Wm. P. Smith, a universally beloved philanthropist, and to Wm. R. Creery, for years superintendent of the public schools of the city. A bronze statue of George Peabody, philan-



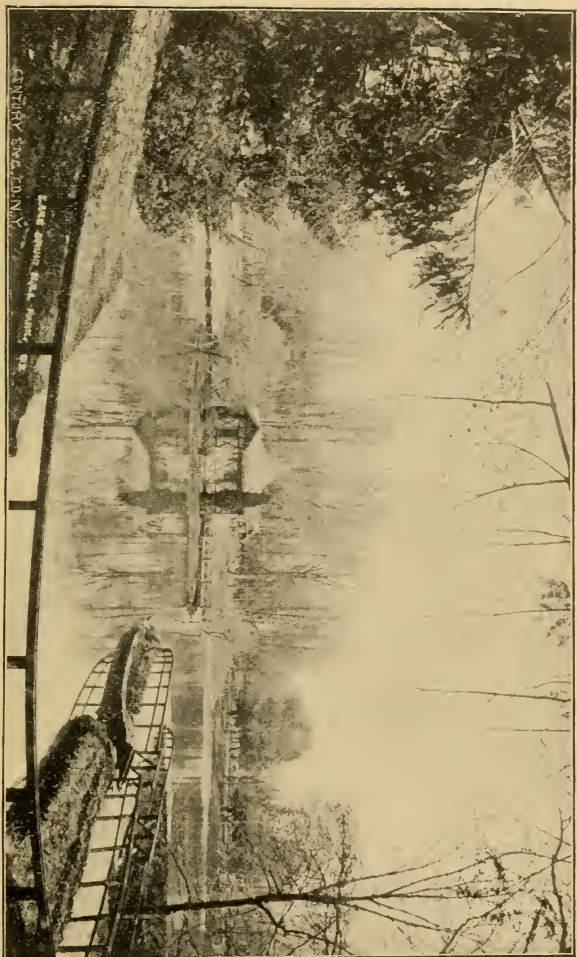
RIDGELY MONUMENT—HARLEM PARK.

thropist and humanitarian, presented to the city by Mr. Robt. Garrett, stands on Mt. Vernon Place. The statue of a Confederate Cavalryman, erected to the memory of Marylanders who lost their lives for the Confederacy, stands within the enclosure where Confederate soldiers are buried, in Loudon Park Cemetery. Nearby are monuments erected to Gen. Jas. R. Herbert and Gen. Harry Gilmor, distinguished Maryland Confederate generals; also a memorial erected by the Murray Association to the fallen of that command. At the north end of Bonnie Brae there is a memorial to Capt. John Gleeson, a member of the 5th Maryland Federal Regiment.

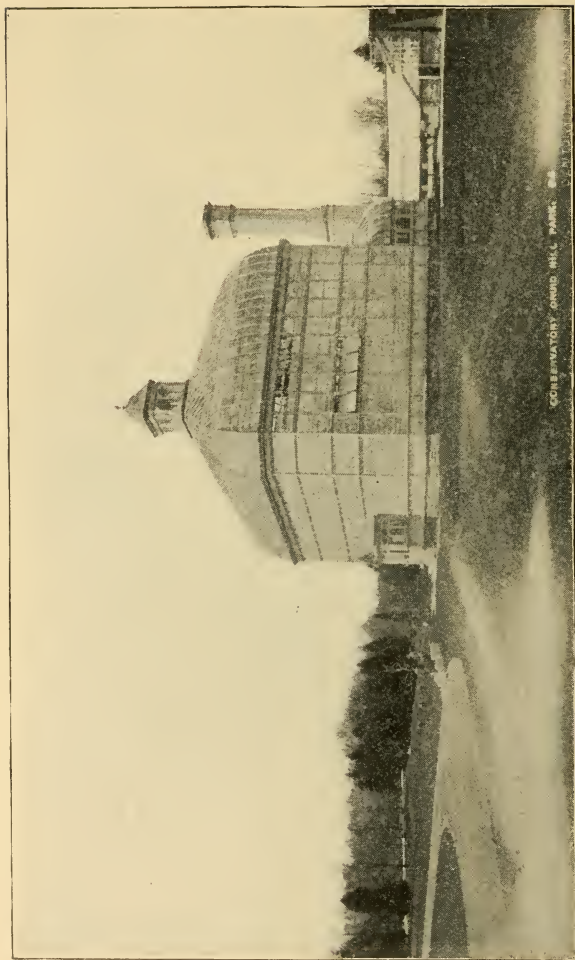
PARKS AND SQUARES.

Baltimore is liberally blessed in the matter of "breathing space" in the numerous parks and squares which are scattered throughout the city and its suburbs. There are also many large yards attached to public and private buildings that contribute greatly to the city's breathing space.

- DRUID HILL PARK.—While this is not the largest park in this country, it is certainly one of the most beautiful. It covers an area of about 700 acres. A large part of this territory was included in the Druid Hill estate, which was purchased by the city in 1868. The park has four entrances,—a main entrance on Madison avenue, the Mount Royal entrance, facing Oliver street, the Eutaw entrance, and the Druid Hill avenue entrance. Druid Hill lake is to the right of the main entrance, with a driveway of a mile and a half. Natural springs abound; there are reservoirs, a boating and skating lake and a fish



BOAT LAKE—DRUID HILL PARK.



CONSERVATORY—DRUID HILL PARK.

pond. There are also many groves, fitted with shelters and playgrounds, which are used as picnic grounds; also baseball, lacrosse and lawn-tennis grounds. There are two buildings in the interior of the park,—the Maryland building, used at the Centennial of 1876, and the Mansion House, provided with dining and lunch-rooms, broad verandas and other conveniences usually found in similar places. A small zoölogical collection may be seen nearby. There are many miles of carriage drives running in various directions. The park is under the control of a Board of Park Commissioners, consisting of six citizens and the Mayor, *ex officio*. It is supported by a tax of nine per cent. of the gross receipts of the street car companies. The park may be reached by the Pennsylvania avenue and Reisterstown street cars, by the Madison avenue and Gilmor street cars, and by the Northern Central Railway from Calvert or Union Depots in the city, to Woodberry station.

PATTERSON PARK.—This is the favorite holiday resort for the eastern part of the city. A magnificent view of the city may be enjoyed from this point. A carriage-way extends entirely around the park, affording the visitor an excellent view of its points of interest. The main entrance is on Patterson Park avenue. Near the entrance are many evidences of the gardener's skill in the form of symmetrical beds of flowers and vari-colored plants. Inside the park may be seen the original earthworks thrown up in 1814 by citizen volunteers when the British threatened to attack the city. The park is reached by the cable cars of the Traction line, which connect it with Druid Hill Park, 5 miles beyond.

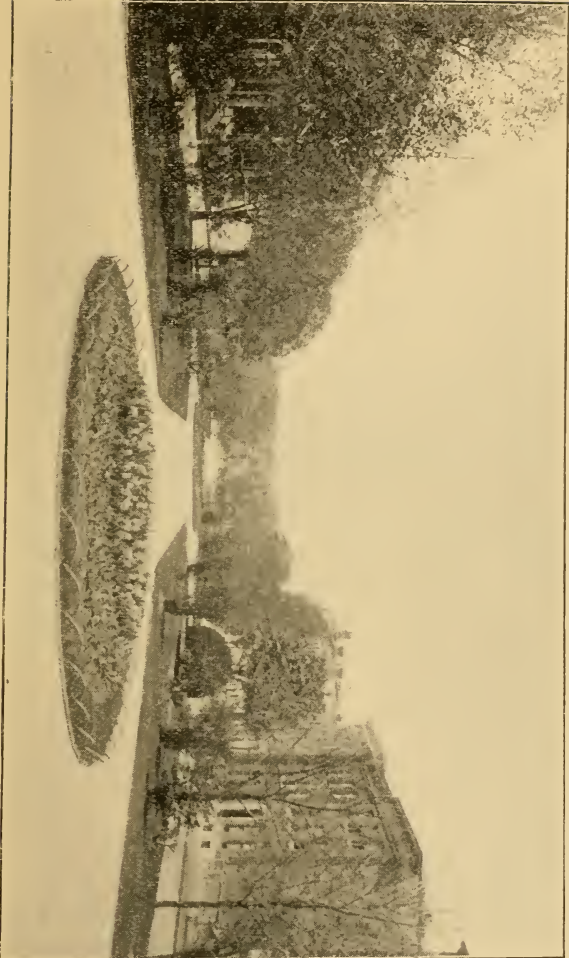
FEDERAL HILL PARK.—The larger part of this park is formed by an elevated plateau rising 85 feet above tidewater. The Marine Observatory is located here. A fine view of the city and harbor may be had from the highest parts of the park. The park is comparatively new, the city having acquired the land as late as 1878. It is located in south Baltimore, and is reached by the Blue line and by the Paca street cars.

RIVERSIDE PARK.—This is a small park, containing about seventeen acres, situated directly south of Federal Hill Park, and reached via the Paca street cars. It overlooks the Patapsco river, Ft. McHenry, Locust Point and the bay to North Point. It contains the remains of Ft. Covington, whose guns sunk the barges of the British fleet which were attempting to land a force for a night attack on Fort McHenry in 1814.

HARLEM PARK, embracing an area of ten acres, is located in a residence section of northwest Baltimore.

PUBLIC SQUARES.

Eutaw Place is the most beautiful residence section of the city. It contains a series of squares artistically laid out in lawn and flower beds. Here and there are splashing fountains or moss-grown rockeries to relieve the monotony that might otherwise exist. Near by are Taney Place and Park Place squares. Johnson Square is bounded by Biddle, Valley, Chase and McKim streets. Washington and Mt. Vernon Squares are in the heart of the most conservative residence section of the city.



EUTAW PLACE

Perkins' Spring Square is a triangular plot of ground bounded by Myrtle avenue, George street and Clinton avenue. Lafayette Square, faced by four churches, is bounded by Lafayette, Arlington and Carrollton avenues and Lanvale street. Franklin Square is bounded by Lexington, Carey, Fayette and Calhoun streets. Fulton Avenue is a series of open squares extending from Franklin street to Baker Circle. Jackson Square is east of Broadway, between Fayette street and Fairmount avenue. Madison Square, running fountain, is bounded by Chase, Caroline, Eager and Eden streets. Ashland Square is at the intersection of Monument, Gay and Aisquith streets. Broadway Squares, on Broadway, extend from Baltimore street to North avenue.

PROMINENT BUILDINGS.

The prominent buildings of Baltimore are constructed with a view to solidity and convenience rather than for showy display. There has been a noticeable increase in the number of large buildings erected in the business sections of the city within the past few years.

EQUITABLE BUILDING.—This is one of the handsomest and most thoroughly constructed buildings in the United States. It stands on the southwest corner of Fayette and Calvert streets. It is built of granite and Pompeian brick, is ten stories high and contains about 150 rooms.

LAW BUILDING.—This, one of the finest office buildings in Baltimore, stands on the corner of St. Paul and Lexington streets. Its first two stories

are of granite, the remaining four are of Baltimore cream-colored pressed brick. The building is used mainly for offices. A restaurant is located in the building for the convenience of tenants.

HOTEL STAFFORD.—One of the most conspicuous buildings in Baltimore is the Hotel Stafford, situated on the west side of Washington Place, near Madison street. It is ten stories, built of brownstone as high as the third story, while the remaining stories are of brick. The building is supposed to be thoroughly fire-proof.

BALTIMORE AND OHIO RAILROAD BUILDING.—This is situated on the corner of Baltimore and Calvert streets. The central office is an imposing structure seven stories in height. It is built of pressed brick, trimmed with carved granite and bluestone. On the first floor are the ticket, telegraph and express offices. The offices of the president, vice-presidents and assistants are on the second floor. Other offices of the various official departments of the corporation are on the floors above.

Among other prominent buildings of Baltimore may be mentioned that of the Eutaw Savings Bank, corner of Eutaw and Fayette streets; of the Central Savings Bank, corner Lexington and Charles streets; of the Farmers and Merchants' Bank, corner Lombard and South streets; of the Mercantile Trust, corner Calvert and German streets. Also the Scharf Building, a magnificent six-story warehouse, corner Paca and Baltimore streets; the Telephone Building, corner St. Paul street and Bank lane; the Fidelity Building, corner Charles and Lexington streets;

Manufacturers' Record Building, corner Lexington and North streets, and the Law Record Building, corner St. Paul and Fayette streets.

MARKETS.

The market-houses form an attractive and somewhat picturesque feature of Baltimore, and the visitor may spend much time both pleasantly and profitably in inspecting them. There are eleven of these markets, and they are conveniently located in various sections of the city. The oldest market-house in the city is on the corner of Baltimore street and Marsh Market Space. It was constructed in 1763 and is still one of the largest and most popular markets in the city. The markets are: Belair, on Forrest, from Hillen to Orleans streets; Canton, on O'Donnell, from Potomac to Patuxent street; Centre, west of Jones Falls, from Baltimore to Pratt street; Cross Street, between Cross and West, and extending from Light to Charles street; Fell's Point, Broadway, from Canton to Thames street; Hanover, Hanover and Camden streets; Hollins, Hollins, south of Baltimore street; Lafayette, Cooke, east from Pennsylvania to Fremont avenue; Lexington, Lexington, from Eutaw to Pearl street; Northeastern, Chester, from Monument to McEl-derry street; Richmond, Howard, from Armory Place to Biddle street. The market-house or place consists of a series of roofed structures, with stalls and booths. Every article for the culinary department of the household is exposed for sale in these markets, and thither the matrons of Baltimore still

think it their duty to go for the purpose of selecting such delicacies and substantial as are needed to supply the family table.

MILITARY.

Since the close of the Revolutionary War there has been a strong military spirit in Baltimore, and a large force of Baltimore volunteers took an active part in the war of 1812. From the latter period up to the time of the organization of the Maryland National Guard in 1886 there were many flourishing military organizations here. The Fifth Regiment is Baltimore's "crack military organization." It was organized in 1867. Its armory is on north Howard street. It consists of 12 companies of 60 men each, and has a splendid band, consisting of 75 musicians.

The Fourth Regiment was organized in 1885 under the name of the Baltimore Light Infantry. It was organized under its present name in 1892. It consists of 9 companies of 60 men each, or a total (including officers) of 600 men.

The Baltimore City Rifles and the Monumental City Guards are composed of colored men.

THEATRES.

Among the names connected with the history of the theatrical profession and of the theatres of Baltimore may be mentioned the Booths, the Clarkes and the Jeffersons; also the Batemans, the Polks, Jordans, Bishop and many others. Stuart Robson is a Baltimorean, and his late partner, Crane, is a native of Maryland.

The Holliday Street Theatre, situated on Holliday street near Lexington, enjoys the distinction of being the oldest theatre in the city. It occupies the identical spot on which a theatre was first built in 1794. The mother of Edgar Allan Poe was one of the first players to appear here. Forrest played Macbeth here in 1848. Charles Dickens lectured in this house during his American travels.

The Front Street Theatre, on Front street, near Gay, was erected in 1829. John E. Owens, Edwin Booth, Fanny Ellsler, Jenny Lind and many other prominent stars have played here.

The other theatres in Baltimore are: Albaugh's Lyceum, Charles street, near Biddle; Ford's Grand Opera House, Fayette street, near Eutaw; Harris' Academy of Music, Howard street, near Franklin; Howard Auditorium, Howard street, near Franklin; Kernan's Monumental, Baltimore street, near Front; and the Music Hall, Mt. Royal and Maryland aves.

JOHNSON MANSION.

No house in Baltimore is so rich in historic interest as the stately old Reverdy Johnson mansion, situated on the northwest corner of Fayette and Calvert streets. It is a three-story red-brick house, and was once the home of one of Maryland's most gifted sons. The house was built in 1818, and at that time its location was in the most fashionable section of the city. It was the scene of mob violence in 1835, at which time dissatisfied depositors in a suspended bank, of which Reverdy Johnson was an officer, burned the contents of the house in the street during the absence of the owner and his

family. The State made due restitution a little while later. William Henry Harrison, Henry Clay and many other famous politicians have made addresses from the top of the marble steps of this mansion and enjoyed the hospitality of its owner.

STREET RAILWAYS.

Taken as a whole, Baltimore certainly has one of the most complete systems of street railways in the United States. The visitor who studies the map of the city and at the same time the routes and transfer points will experience no difficulty in reaching any desired point at very small cost.

CAR ROUTES AND TRANSFER POINTS.

BALTIMORE TRACTION COMPANY.

DRUID HILL AVENUE (CABLE) LINE.

Route, from Druid Hill Park to Patterson Park.

Via Druid Hill avenue, to Paca, to Fayette, to Howard, to Lombard, to Exeter, to Pratt, to Patterson Park.

Returning via Patterson Park avenue, to Baltimore, to Ann, to Pratt, to Exeter, to Lombard, to South, to North, to Fayette, to Paca, to Druid Hill avenue, to Druid Hill Park.

Cars run at intervals of three (3) minutes.

Transfer Points.

En Route to Patterson Park.

Druid Hill avenue and McMechen street, East and West—to Fremont Avenue and McMechen Street Line.

Franklin and Paca streets, East and West—to Edmondson Avenue and Monument Street Line.

Fayette and Paca streets, West—to Gilmor street and Carey Street Lines.

Howard and Fayette streets, North—to Huntingdon Avenue Line.

Howard and Lombard streets South—to Huntingdon Avenue Line.

Charles and Lombard streets, South—to Carey Street Line.

En Route to Druid Hill Park.

Charles and Fayette streets, North—to Linden Avenue Line.

Howard and Fayette streets, North and South—to Huntingdon Avenue Line.

Fayette and Paca streets, West—to Gilmor Street and Carey Street Lines.

Franklin and Paca streets, East and West,—to Edmondson Avenue Line.

Druid Hill avenue and McMechen street, East and West—to Fremont Avenue and McMechen Street Line.

GILMOR STREET (CABLE) LINE.

Route, from Druid Hill Park to Exchange Place.

Via Fulton avenue, to Pennsylvania avenue, to Cumberland, to Gilmor, to Fayette, to Howard, to Lombard, to Exchange Place.

Returning via South, to North, to Fayette, to Gilmor, to Cumberland, to Pennsylvania avenue, to Retreat, to Francis, to Druid Hill Park.

Cars run at intervals of three (3) minutes.

Transfer Points.

En Route to South Street.

Gilmor street and Edmondson avenue, East and West—to Edmondson Avenue Line.

Carey and Fayette streets, North—to Carey Street Line.

Fayette and Fremont avenue, North and South—to Fremont Avenue and McMechen Street Line.

Fayette and Paca streets, North—to Druid Hill Avenue Line.

Howard and Fayette streets, North—to Huntingdon Avenue Line.

Howard and Lombard streets, South—to Huntingdon Avenue Line.

Charles and Lombard streets, South—to Carey Street Line.

Lombard and South streets, East—to Druid Hill Avenue Line.

En Route to Druid Hill Park.

Charles and Fayette streets, North—to Linden Avenue Line.

Howard and Fayette streets, North and South—to Huntingdon Avenue Line.

Fayette and Paca streets, North—to Druid Hill Avenue Line.

Fayette street and Fremont avenue, North and South—to Fremont Avenue and McMechen Street Line.

Carey and Fayette streets, North—to Carey Street Line.

Gilmor street and Edmondson avenue, East and West—to Edmondson Avenue Line.

CAREY ST. AND FORT AVE. (ELECTRIC) LINE.

Route, from Druid Hill Park to Fort McHenry.

Via Fulton avenue, to Pennsylvania avenue, to Cumberland, to Carey, to Mosher, to Carrollton avenue, to Fayette, to Howard, to Lombard, to Charles, to Fort avenue, to Fort McHenry.

Returning via Fort avenue, to Charles, to Fayette, to Carey, to Cumberland, to Pennsylvania avenue, to Retreat street, to Francis, to Druid Hill Park.

Cars run at intervals of three (3) minutes.

Transfer Points.

En Route to Fort McHenry.

Carrollton avenue and Fayette street, West—to Gilmor Street Line.

Fayette street and Fremont avenue, North and South—to Fremont Avenue and McMechen Street Lines.

Fayette and Paca streets, North—to Druid Hill Avenue Line.

Howard and Fayette streets, North—to Huntingdon Avenue Line.

Howard and Lombard streets, South—to Huntingdon Avenue Line.

Charles and Lombard streets, East—to Druid Hill Avenue Line.

Charles street and Fort avenue, South—to Curtis Bay Line (extra fare 3 cts.).

En Route to Druid Hill Park.

Charles street and Fort avenue, South—to Curtis Bay Line (extra fare 3 cts.).

Charles and Lombard streets, East—to Druid Hill Avenue Line.

Charles and Fayette streets, North—to Linden Avenue Line.

Howard and Fayette streets, North and South—to Huntingdon Avenue Line.

Fayette and Paca streets, North—to Druid Hill Avenue Line.

Fayette street and Fremont avenue, North and South—to Fremont Avenue and McMechen Street Line.

Carey and Fayette streets, West—to Gilmor Street Line.

LINDEN AVE. (ELECTRIC) LINE.

Route, from Linden avenue and Whitelock street to City Hall.

Via Linden avenue, to Armory avenue, to Howard, to Lexington, to Charles, to German, to South, to Exchange Place, to Holliday, to City Hall.

Returning via Fayette, to North, to South, to German, to Charles, to Saratoga, to Park avenue, to Franklin, to Howard, to Richmond, to Biddle, to Linden avenue, to Whitelock street.

Every third car of this line turns at Centre and Howard, and runs via Centre to Charles, and returns via same section of route. Cars run at intervals of four (4) minutes.

Transfer Points.

En Route to City Hall.

Linden avenue and McMechen street, East and West—to Fremont Avenue and McMechen Street Line.

Richmond Market, Northeast—to Huntingdon Avenue Line.

Howard and Franklin streets, East and West—to Edmondson Avenue Line. South, to Huntingdon Avenue Line.

Charles and Fayette streets, West—to Druid Hill Avenue, Carey Street, and Gilmor Street Lines.
Lombard and South streets, East—to Druid Hill Avenue Lines.

En Route to Linden Avenue Extended.

Howard and Franklin streets, East and West—to Edmondson Avenue Line. South, to Huntingdon Avenue Line.
Richmond Market, Northeast—to Huntingdon Avenue Line.
Linden avenue and McMechen street, East and West—to Fremont Avenue and McMechen Street Line.

HUNTINGDON AVENUE (ELECTRIC) LINE.

Route, from York road and Huntingdon avenue, to Ostend street.

Via Huntingdon avenue, to Charles, to North avenue, to Maryland avenue, to Biddle, to Park avenue, to Howard, to Camden, to Paca, to Fremont avenue, to Ridgely, to Ostend.

Returning via Ridgely, to Fremont avenue, to Paca, to Camden, to Howard, to Park avenue, to Biddle, to Maryland avenue, to North avenue, to Charles, to Huntingdon avenue, to York Road.

Cars run at intervals of five (5) minutes.

Transfer Points.

En Route to Ostend Street.

North avenue and Charles, West—to Fremont Avenue and McMechen Street Line.

Richmond Market, Northwest—to Linden Avenue Line.
Howard and Franklin streets, East and West—to Edmondson Avenue Line. South, to Linden Avenue Line.

Howard and Fayette streets, West—to Druid Hill Avenue, Gilmor Street or Carey Street Lines.

Howard and Lombard streets, East—to Druid Hill Avenue, Gilmor Street, and Carey Street Lines.

En Route to York Road.

Howard and Lombard streets, East—to Druid Hill Avenue, Gilmore Street, and Carey Street Lines.

Howard and Fayette streets, West—to Druid Hill Avenue, Gilmore Street, and Carey Street Lines.

Howard and Franklin streets, East and West—to Edmondson Avenue Line.

Richmond Market, Northeast—to Linden Avenue Line.

North avenue and Charles street, West—to Fremont Avenue and McMechen Street Line.

Huntingdon avenue and St. Paul, North—to Waverly Line.

FREMONT AVE. AND McMECHEN ST. (ELECTRIC) LINE.

Route, From North avenue and Charles street to Fremont avenue and Baltimore street.

Via North avenue, to McMechen street, to Division, to Mosher, to Fremont avenue, to Baltimore.

Returning via Fremont avenue, to Mosher, to Division, to McMechen, to North avenue, to Charles.

Cars run at intervals of six (6) minutes.

Transfer Points.

En Route to Baltimore Street.

Linden avenue and McMechen street, North and South—to Linden Avenue Line.

Druid Hill avenue and McMechen street, North and South—to Druid Hill Avenue Line.

Edmondson and Fremont avenues, East and West—to Edmondson Avenue Line.

Fayette street and Fremont avenue, East and West—to Gilmore Street and Carey Street Lines.

En Route to North Avenue and Charles Street.

Fayette street and Fremont avenue, East and West—to Gilmore Street and Carey Street Lines.

Edmondson and Fremont avenues, East and West—to Edmondson Avenue Line.

Druid Hill avenue and McMechen street, North and South—to Druid Hill Avenue Line.



Linden avenue and McMechen street, North and South—to Linden Avenue Line.

North avenue and Charles street, North and South—to Huntingdon Avenue Line.

EDMONDSON AVENUE AND MONUMENT STREET (ELECTRIC) LINE.

Route, from Walbrook to East Fayette street extended.

Via Bloomingdale road, to Calverton road, to Edmondson avenue, to Fremont avenue, to Franklin, to Howard, to Centre, to High, to Hillen, to Monument, to Washington, to Fayette, to Luzerne street.

Returning via Fayette street, to Washington, to Monument, to Hillen, to High, to Centre, to Howard, to Franklin, to Fremont avenue, to Edmondson avenue, to Calverton road, to Bloomingdale road, to Walbrook.

Cars run at intervals of five (5) minutes.

Transfer Points.

En Route to Johns Hopkins Hospital.

Gilmor street and Edmondson avenue, North and South—to Gilmor Street Line.

Edmondson and Fremont avenues, North and South—to Fremont Avenue and McMechen Street Line.

Franklin and Paca streets, North and South—to Druid Hill Avenue Line.

Howard and Franklin streets, North and South—to Huntingdon Avenue and Linden Avenue Lines.

En Route to Walbrook.

Howard and Franklin streets, North and South—to Huntingdon Avenue and Linden Avenue Lines.

Edmondson and Fremont avenues, North and South—to Fremont Avenue and McMechen Street Line.

Franklin and Paca streets, North and South—to Druid Hill Avenue Line.

Gilmor street and Edmondson avenue, North and South—to Gilmor Street Line.

BALTIMORE AND CURTIS BAY (ELECTRIC) LINE.

Route, From Fort avenue and Charles street to Curtis Bay.

Via Charles to Cromwell, to Patapsco avenue, to Dorsey, to Marshall avenue, to Long Bridge, to First street, to Patapsco avenue, to Curtis avenue, to Blossom (Curtis Bay).

Returning via Curtis avenue, to Patapsco avenue, to First street, to Long Bridge, to Marshall avenue, to Dorsey, to Patapsco avenue, to Cromwell, to Charles, to Fort avenue.

Cars run at intervals of 10 minutes.

PIMLICO AND PIKESVILLE (ELECTRIC) LINE.

Route, from Francis and Retreat streets, to Pikesville.

Via Retreat street, to Pennsylvania avenue, to Reisterstown turnpike, to Park Heights avenue, to Walker's avenue, to Reisterstown turnpike, to Pikesville.

Returning via Reisterstown turnpike, to Walker's avenue, to Park Heights avenue, to Reisterstown turnpike, to Fulton avenue, to Francis, to Retreat street.

Cars run at intervals of thirty (30) minutes.

WEST ARLINGTON BRANCH (ELECTRIC).

Route, from Druid Hill Park to West Arlington.

Via route of Pimlico and Pikesville Line to Belvidere avenue, thence via Belvidere avenue, to West Arlington.

Returning via same route.

Cars run at intervals of thirty (30) minutes.

RIDGELY STREET (HORSE) LINE.

Cars of Huntingdon avenue line now take route of this line South from Camden and Paca streets.

WAVERLY (HORSE) LINE.

Route, from Huntingdon avenue and St. Paul street to York road.

Via St. Paul street, to Waverly avenue, to York road.

Returning via Waverly avenue, to St. Paul street, to Huntingdon avenue.

Cars run at intervals of thirty (30) minutes.

Transfer Points.

Huntingdon avenue and St. Paul street, South—to Huntingdon Avenue Line.

POWHATAN (HORSE) LINE.

Route, from Walbrook to Powhatan.

Via Windsor Mills road.

Returning via same route.

Cars run at intervals of 1 hour.

CITY AND SUBURBAN RAILWAY COMPANY.

JOHN ST. AND COLUMBIA AVE. (ELECTRIC) LINE.

Route, from Madison and North avenues, to Gwynn's Falls.

Via North avenue, to John street, to Lafayette avenue, to Park avenue, to Liberty, to Howard, to Camden, to Paca, to Columbia avenue, to Washington avenue, to city limits on Gwynn's Falls.

Returning, same route.

Cars leave North and Madison avenues every 5 minutes, from 5.10 A. M. until 11.52 P. M. Last car leaves Gwynn's Falls at 12.25 A. M.

Transfer Points.

Pratt and Howard streets—to Highlandtown and Woodberry, and Pratt and Waverly Lines.

Biddle street and Park avenue, Northeast—to Highlandtown and Woodberry line.

John street and Park avenue, East—to North Avenue Line.

HIGHLANDTOWN AND WOODBERRY (ELECTRIC) LINE.

(Hood signs read, Highlandtown, Roland Avenue and Sweet Air Hill.)

Route, from Highlandtown to Woodberry.

Via Eastern avenue, to Bond street, to Gough, to Stiles, to Exeter, to Pratt, to Howard, to Liberty, to Park avenue, to Biddle, to Maryland avenue, to Huntingdon avenue, to West Huntingdon avenue, across the Viaduct to First avenue, to Chestnut avenue, to Third avenue.

Returning via same route.

Transfer Points.

South and Pratt streets, North—to Pratt and Waverly Line.

Howard and Pratt streets, West—to Pratt and Waverly Line. South, to Columbia Avenue and John street Line.

Biddle and Park avenue, North—to Columbia Avenue and John Street Line.

Maryland and North avenues, East and West—to North Avenue Line.

NORTH AVENUE (ELECTRIC) LINE.

From Madison and North avenues, via North avenue, to Belair avenue.

Returning, same route.

Transfer Points.

John street and North avenue, South—to John Street and Columbia Avenue Line.

Maryland and North avenues, North and South—to Highlandtown and Woodberry Line.

Greenmount and North avenues, North and South—to Pratt and Waverly Line.

PRATT AND WAVERLY (ELECTRIC) LINE.

Hood signs read, Frederick Road, and York Road.

Route, from Arlington avenue, to Frederick avenue, and Pratt street.

Via York road, South to Greenmount avenue, to Forrest, to Hillen, to Holliday, to Fayette, to North, to South, to Pratt, to Howard, to Lombard, to Frederick avenue and Pratt street.

Returning via Pratt street, to Gilmor, to Lombard, to Howard, to Pratt, to South, to Exchange Place, to Holliday, to Hillen, to terminus by same route.

Cars leave Arlington avenue every four (4) minutes.

Transfer Points.

North and Greenmount avenues, East and West—to North Avenue Line.

South and Pratt streets, East—to Highlandtown and Woodberry Line.

Howard and Pratt streets—to Highlandtown and Woodberry, and John Street, and Columbia Avenue Lines.

Gilmor and Lombard streets, South—to Wilkens Avenue Line.

WILKENS AVENUE (ELECTRIC) LINE.

Route, from Lombard and Gilmor streets to Stock Yards.

Via Gilmor street, to Wilkens avenue, to Brunswick st., entering the Stock Yards.

Returning by same route.

Cars leave Gilmor and Lombard streets every 10 minutes.

Transfer Points.

To Pratt and Waverly Line, at Lombard and Gilmor streets, which will connect with other lines going East, West and North, at Pratt and Howard streets.

BALTIMORE AND CATONSVILLE (HORSE) LINE.

Route, from Frederick avenue and Pratt street to Catonsville.

From the junction of Frederick avenue and Pratt street, via Frederick avenue to Catonsville.

Returning by same route.

Transfer (extra fare) to Pratt and Waverly Line at city terminus.

Cars leave every hour, from 6.05 A. M., for Catonsville; every half hour, from 6.35 A. M., for Irvington and Loudon Park.

TOWSON AND GOVANSTOWN (ELECTRIC) LINE.

Route, from Arlington avenue, on the York road, to Towson and return.

POINT BREEZE (ELECTRIC) LINE.

Route, from Highlandtown to Point Breeze.

Via Eastern avenue, to Fifteenth, to Sixth avenue, to Sixteenth, to Twelfth avenue, to Point Breeze.

Returning via same route.

Cars leave Eastern avenue and Eighth avenue on the hour and half hour (Winter Schedule).

BALTIMORE CITY PASSENGER RAILWAY CO.

GREEN OR PENNSYLVANIA AVE. AND CANTON (ELECTRIC) LINE.

Route, from Druid Hill Park to Second street, Canton.

Via McCulloh, to North avenue, to Cumberland, to Pennsylvania avenue, to Greene, to Baltimore, to Albemarle, to Trinity, to Bank, to Patterson Park avenue, to Essex, to Lancaster, to Chesapeake, to Elliott, to Clinton, to Toone, to Second.

Returning via the same route, except from Bank to Exeter, to Fawn, to High, to Baltimore.

Cars run at intervals of four (4) minutes.

Transfer Points.

Baltimore and Greene streets, West—to Red Line.

Baltimore and Eutaw streets, North—to White Line;
South to Camden Street Line.

Baltimore and Sharp streets, South—to Hall Springs Line.

Baltimore and Calvert streets, North—to Blue Line.

Baltimore and Gay streets, North—to Red Line.

Baltimore and Albemarle streets, East—to Hall Springs and White Lines.

Broadway and Bank street, South—to Broadway and Bank Street Line.

WHITE OR MADISON AVENUE (CABLE) LINE.

Route, from Druid Hill Park to Patterson Park.

Via Madison avenue, to Eutaw, to Baltimore, to Broadway, to Bank, to Patterson Park.

Returning via same route.

Cars run at intervals of three (3) minutes.

Transfer Points.

Baltimore and Eutaw streets, South—to Camden Street Line. West, to Red and Green Lines.

Baltimore and Sharp streets, South—to Hall Springs Line.

Baltimore and Calvert streets, North—to Blue Line.

Baltimore and Gay streets, North—to Red Line.

Baltimore and Albemarle streets, South—to Green Line.

Baltimore and Aisquith streets, North—to Hall Springs Line.

Broadway and Bank streets, South—to Broadway and Bank Street Line.

Patterson Park, East—to Green Line.

RED OR BALTIMORE AND GAY STREETS (CABLE) LINE.

Route, from Garrison lane to North avenue and Gay street.

Via Baltimore street, to Gay, to North avenue, and Bel-air road.

Returning via Gay street, to Ashland avenue, to Ensor, to Gay, to Baltimore, to Garrison lane.

Cars run at intervals of three (3) minutes.

Transfer Points.

Baltimore and Greene streets, North—to Green Line.

Baltimore and Eutaw streets, North—to White Line. South, to Camden Street Line.

Baltimore and Sharp street, South—to Hall Springs Line.

Baltimore and Calvert streets, North—to Blue Line.

Baltimore and Gay streets, East—to White, Green and Hall Springs Line.

Gay and Aisquith streets, North—to Hall Springs Line.

Central and Ashland aves., South—to Hall Springs Line.

**BLUE, OR CALVERT AND CHARLES STREETS
(CABLE) LINE.**

Route, from St. Paul and Twenty-fifth to Baltimore street.

Via St. Paul, to North avenue, to Charles, to Read, to Calvert, to Baltimore.

Returning by same route.

Cars run at intervals of three (3) minutes.

Transfer Points.

Baltimore and Calvert streets, East and West—to Green, White, Red and Hall Springs Line.

YELLOW OR JOHNS HOPKINS (ELECTRIC) LINE.

Route, from Orleans and Aisquith to Patterson Park avenue.

Via Orleans to Patterson Park avenue, to Monument, to Chester, to Jefferson, to Broadway, to Orleans, back to starting point.

Cars run at intervals of eight (8) minutes.

**HALL SPRINGS, OR SOUTH BALTIMORE AND
DARLEY PARK (ELECTRIC) LINE.**

Route, from Ferry Bar to Clifton.

Via Marshall, to Light, to Lee, to Hanover, to Baltimore, to Aisquith, to Madison, to Central avenue, to Harford road, to Clifton.

Returning from Clifton, via Harford road, to Harford avenue, to Central avenue, to Madison, to Aisquith, to Fayette, to Gay, to Baltimore, to Sharp, to Lee, to Light, to Marshall, to Ferry Bar.

Cars run at intervals of four (4) minutes, south of, and eight (8) minutes, north of Orleans street.

Transfer Points.

Baltimore and Hanover streets, West—to Red, White or Green Lines.

Baltimore and Calvert streets, North—to Blue Line.

Baltimore and Gay streets, North—to Red Line.

Baltimore and Albemarle streets, South—to Green Line.

Orleans and Aisquith streets, East—to Yellow Line.
Gay and Aisquith streets, East—to Red Line.
Central and Ashland avenues, West—to Red Line.

CAMDEN ST. (HORSE) LINE.

Route, from Baltimore and Eutaw streets to Camden Station.

Via Eutaw street to Camden Station and return. Transfers given and connections made with Green, White and Red Lines.

BROADWAY AND BANK ST. (HORSE) LINE.

From Broadway and Bank street via Broadway, around Fells Point market, to Thames street and return.

Transfers given and connections made with all Green and White Line cars.

LAKE ROLAND ELEVATED RAILROAD CO.

ROLAND PARK (ELECTRIC) LINE.

Route, from City Hall to Roland Park.

Via North street, over the elevated structure, to Guilford avenue, to North avenue, to Oak street, to 23rd street, to Hampden avenue, to 24th street, across the Viaduct to Cedar avenue, to Second avenue, to Elm avenue, to Merryman's lane, to Roland avenue, to Roland Park. Returning by same route.

Cars run at intervals of five (5) minutes.

Transfer Points.

Guilford avenue and Preston street—to all cars of Central Railway Co.

North avenue and Oak street, West—to Walbrook Line.

WALBROOK (ELECTRIC) LINE.

Route, from City Hall to Walbrook.

From City Hall to North avenue and Oak street, via route of Roland Park Line, thence West, via North avenue, to Walbrook, to Mt. Holly.

Returning via same route.

Cars run at intervals of six (6) minutes.

WM. R. WARNER & CO.

FOUNDED 1856.

PHILADELPHIA.



→ PIONEERS ←

In the Manufacture of

SOLUBLE PILLS.

Transfer Points.

Guilford avenue and Preston street—to all cars of Central Railway Co.

North avenue and Oak street, North—to Roland Park Line.

Cars leave Lexington and Charles streets, transferring to both the above lines free, at North and Lexington sts.

LAKE SIDE (ELECTRIC) EXTENSION.

Route, from Roland Park to Lakeside Park.

Via Roland avenue to Lakeside Park. Returning same route.

Cars run at intervals of fifteen (15) minutes.

CENTRAL RAILWAY COMPANY.

CENTRAL (ELECTRIC) LINE.

Route, from Druid Hill Park to foot of Broadway.

Via Clifton street, to Fulton avenue, to Lanvale, to Myrtle, to Dolphin, to Argyle avenue, to Biddle, to Bolton, to Preston, to Caroline, to Lancaster, to Broadway market, foot Broadway.

Returning, from Broadway, via Shakespeare, to Bond, to Eastern avenue, to Caroline, to Preston, to Bolton, to Biddle, to Argyle avenue, to Lanvale, to Fulton avenue, to Clifton, to Druid Hill Park.

Cars run at intervals of five (5) minutes.

WALBROOK, GWYNN-OAK AND POWHATAN RAILWAY CO.

Route, from Walbrook to Powhatan.

From Union Depot, Walbrook, via Liberty turnpike, to Gwynn-Oak avenue, to Gwynn-Oak Park, to Powhatan. Returning by same route.

Cars run at intervals of forty (40) minutes, except from 12.00 M. till 6.00 P. M., when they run at intervals of twenty (20) minute.

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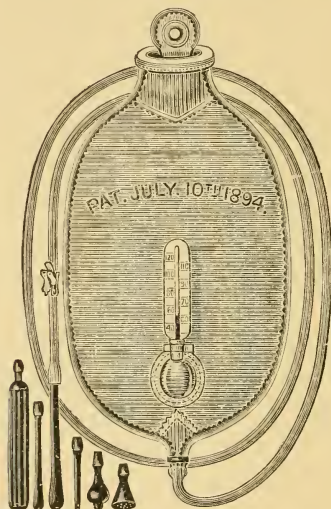
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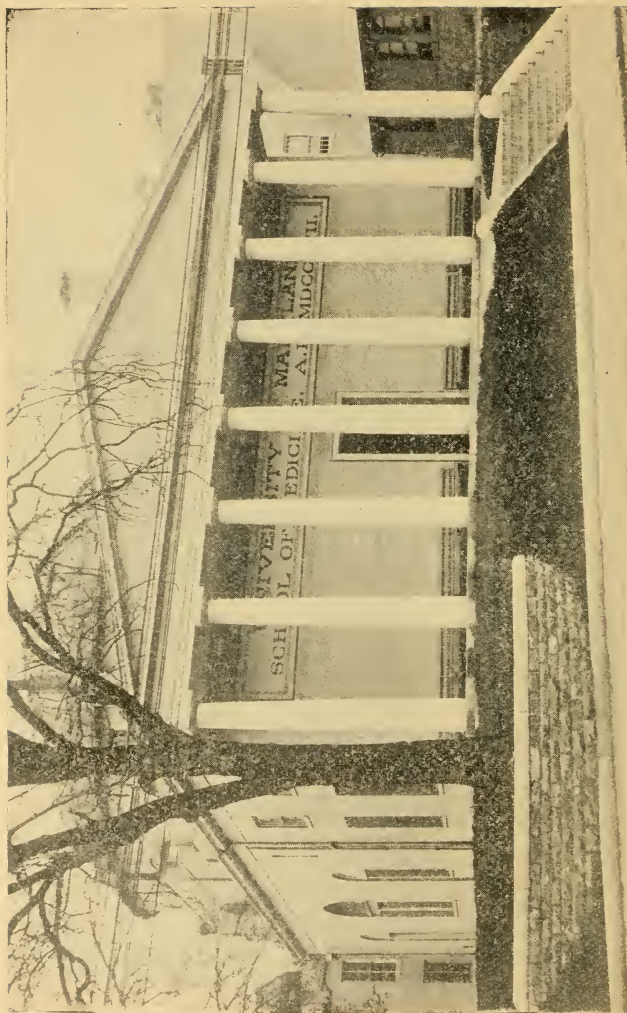
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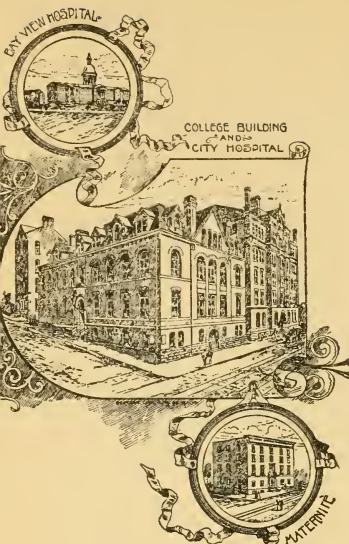
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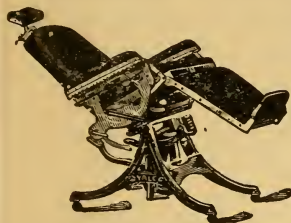


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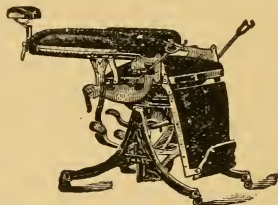


Fig. XVII—Dorsal Position.

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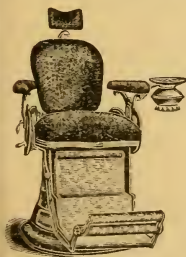


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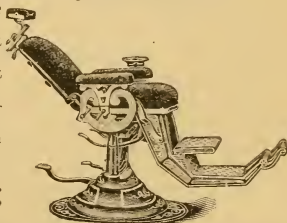
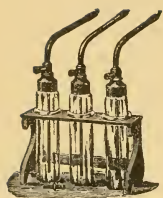


Fig. XIV.—Semi-Reclining Position.

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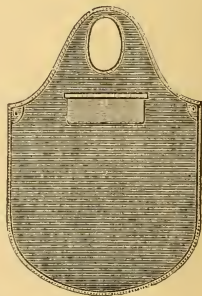
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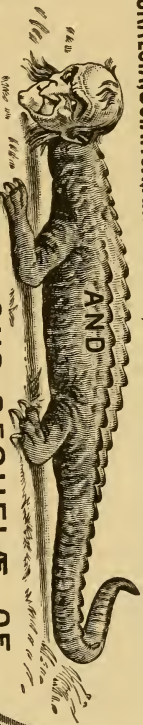
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